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FOR OVER

20 YEARS.

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A. S. WATSON & CO.,  
LIMITED,

ALEXANDRA BUILDINGS.

Hongkong, 21st February, 1907.

## NOTICE TO CORRESPONDENTS.

On communications relating to the news column should be addressed to THE EDITOR.

Correspondents must forward their names and addresses with communications addressed to the Editor, not for publication but as evidence of good faith.

All letters for publication should be written on one side of the paper only.

Non-anonymous signed communications that have already appeared in other papers will be inserted.

Orders for copies of the Daily Press should be sent before 11 a.m. on day of publication. After that hour the supply is limited, only supplied for cash.

Telephone Address: P.O. Box 188, Telephone No. 12.

## MARRIAGE.

On March 16th, at Shanghai, CHARLES HERBERT PHILLIPS HAY, of Florence, France, Bachelor, and MARY ANN, of Shanghai, Widow, were united in Holy Matrimony.

## DEATH.

On March 16th, at Shanghai, WILLIAM JOHN BLAYLOCK CARTER, aged 29 years.

HONGKONG OFFICE: 10A, DES VREUX ROAD, LONDON OFFICE: 131, FLEET STREET, E.C.

The Daily Press.

HONGKONG, MARCH 22ND, 1907.

The Chinese are very particular about what a Japanese interpreter calls "social graces," that is, good manners; and most of them if asked to express an opinion on the manners of foreigners, would say (unless politeness forbade) that the foreigners have no manners. Writers in the *World* and *Nineteenth Century* have recently discussed this point, particularly the frequent suggestion that we are less courteous and considerate than our forebears. The *Nineteenth Century* writer is certain that we are socially degenerate. The *World* commentator is not so cocksure. It is perhaps not unnatural that his verdict should be more or less an open one. He does not think we are ruder than our ancestors, but if we are, it must be because we have less time than they had for practice. He remarks:

"We live in other times and consequently have other manners. I am no defender of discourtesy, but when I hear modern manners being unfavourably compared with those of other days I often think that had our grandfathers and great-grandfathers lived under the conditions of modern life they might have acted accordingly. People have less time for the small courtesies in which it was possible to indulge in less bustling days, but, on the other hand, I do not think we are quite so inconsiderate in many ways as they were of old."

Trains and steamers and the telegraph have certainly done away with much of the deliberation and repose that are such important ingredients of what are called good manners, but probably something

else—and possibly something better—has come to take their place. It must have been pleasant for admirers of gentility to note with what grace a bygone gentleman could sink into a drunken sleep beneath the dining-room table; or with what punctilious politeness one would tell another that an hour before breakfast would be a convenient time to push a sword through his vitals. The bowing and scraping with which these murderous and licentious gentlemen arranged their day's performances was always typical of the best of good manners; but we cannot avoid the suspicion that it was shoddy. PAMLA ANDREWS was full of admiration for her Squire B., but it is not hard to see, especially with FIELDING's mordant assistance, that the elegant gentleman had other sides to his character. There is probably more sincerity in the business-like curtsey of to-day, and more genuine consideration for others, than in all the elaborate formalism of yesterday. We do not, out here, depend altogether on history. We may study precisely the same thing at first hand, if we care to observe our Chinese neighbours. The guest makes a great deal out of his tea-cup, handling it gingerly with both hands, and gazes at it with awe and admiration before presuming to treat it as a drinkable. He remarks, truthfully, although he does not mean it, that he has come to trouble the host, who, fully conscious of the trouble, will not hear of it, and accuses the other of being too polite. The visitor may have come to collect a payment, but this is the last thing he mentions. He pretends he called to pay his respects. The host usually admits that he is quite unworthy of respect. If the meeting happens to be in a public restaurant, which suits our purpose as observers, there are other details of table manners not to be specified which are certainly far from polite or pleasing to us. The young Chinaman who takes off his spectacles as a mark of respect to an older man he knows, will not move an inch to make room for a stranger on the sidewalk or in a tram. The nature of this kind of politeness to order is therefore at once betrayed; it is no part of character; it is worthless; it is worse; it is hypocritical and offensive. The Hongkong taipan who snatches his hat off at sight of a lady he knows, and marches by with nose in air ignoring the salutation of one of his juniors discounts his own claim to be a gentleman. Good manners have to be permanent and generally applied, or they are not genuine. The real gentleman of the olden time and the real gentleman of now have the same manners—time does not change that kind of manner. There is no need to lament the decay of good manners. The apparent decay is merely a good riddance of bad rubbish; good manners rightly motivated and rightly practised are eternal, and are not affected by fashion. It is true they might be more common; but then, so might virtue, or wealth, or many other things.

At a dinner given by the St. Patrick's Society at Shanghai, numerous telegrams were received including congratulations from Sir Robert Braden and the Hon. Mr. F. H. May.

The Desk Hong List for 1907—a general and business directory for Shanghai and the northern and river ports, etc.—published annually by the N.C. Daily News Office, is to hand. This publication contains, besides a directory of firms and residents in Northern ports, the regulations of the various postal agencies in Shanghai, the harbour regulations of the Northern port, a domestic table of exchange for converting taels into dollars and vice-versa, a chronology of important events in the Far East, and a variety of other information. It includes a large map of the Far East, and on the back of the map a plan of Shanghai.

The Hon. Treasurer of the Alice Memorial and Affiliated Hospitals acknowledges with thanks the following donations to the funds of the Hospitals:

Tai Shing Paper Co.	25
S. Hancock	20
Patell & Co.	10
N. Mody & Co.	10
Kelly & Walsh	10
Perry Smith & Seth	10
G. C. Moxon	10
A. Rodger	10
A. Shaw	10
R. Master	10
P. F. Talati	10
Lutgens, Ernstmann & Co.	10
Tata & Co.	10
Lefort & Co.	10
Carl Mittell	10
B. L.	10
Wong Po Chau	10

One feature about a Chinese coolie taking a tram ride is that he never loses any chances through want of a wise foresight. A coolie going two sections of a route is not such a fool as to take a ticket for the whole way. He takes a three-cent fare, and is always looking hopefully forward to the chance that at the end of the section he may be overlooked and turned off well along the next section. If the car has progressed a good way on the second instalment of his journey he consents grudgingly to be turned off, and walks the rest. If on the other hand the conductor is too wide awake and comes to him at once, he pays up with a good grace and feels none the less happy. It is only an example of the fact that he would be the last man in the world to risk offending the God of Chance by not allowing him the opportunity of doing him some good.

One of the cleverest architects who ever came to Shanghai, says the *N.C. Daily News*, and a man whose impress is left in some of our finest buildings, passed away on March 16th in the late Mr. W. J. B. Carter, who was only thirty-nine years old, and came out in 1896 to Messrs. Morrison, Gordon and Scott. He had passed previously through the offices of Messrs. Greyson and Ould of Liverpool whose designs in timber work especially are well known in the profession, and he did so well for the Shanghai firm that he was speedily admitted to a partnership. A few years later he married the daughter of his former chief at Liverpool, and it will be remembered that Mr. Carter, who was resident in the East for a brief time, died only a few weeks since at Home. Her husband was then seriously ill in Hospital. Popular among men, Mr. Carter was one of the chief supporters of the now defunct Smoking Concert Club, he had served on the committee of the Shanghai Club, was a former president of the Lacustrine Association and was also a prominent Freemason.

The Shanghai detectives who are working on the West Hongkong murder case arrested four men on March 15th. Two of the prisoners were captured by the Siza police and two in the West Hongkong district. One of the latter had ammunition in his possession at the time of arrest but he stubbornly refused to state where it had been obtained. Both he and his companion first stated that they were farm coolies and subsequently that they were soldiers from the Woosung Forts. Next day the latter statement was corroborated by a soldier who claimed to identify them as comrades. The Siza prisoners are suspected to be companions of the blue-coated man arrested some days ago and one is a well-known old offender. The four men came before the Mixed Court next day and were remanded in custody without any evidence beyond that of arrest being given. The police are now actively following the latest clues and tracing the recent movements of these men. On March 17th the West Hongkong police arrested three more well-known loafers who are suspected of being concerned in the recent armed robbery and it is evident that no efforts are being spared in tracing the crime.

JAPANESE "BOY" AS FORGER.

INFLUENT ATTEMPT UPON A NAVAL OFFICER'S BANK ACCOUNT.

Sesaki Tono, a Japanese, was arraigned on a charge of uttering a forged cheque for \$200 on the Hongkong and Shanghai Banking Corporation on Wednesday. A. C. Patley, a clerk in the bank, said the defendant presented the cheque at about 1.30 p.m. on Wednesday. He received, entered and cancelled it, as at first sight it looked genuine. But on examining it more closely and comparing the signature, C. E. L. Thomas, with that contained in the Bank's specimen signature book, he found that it did not tally in several particulars. C. E. L. Thomas, called, was shown the cheque before the Court, and stated that the signature thereon was not his. The number on the cheque corresponded to the number of one which had been removed from his book. Defendant had been engaged as witness "boy" for a little over a month. After hearing further evidence his Worship committed defendant for trial at the Criminal Sessions.

## TELEGRAMS.

["DAILY PRESS" EXCLUSIVE SERVICE.]

## HOME RULE.

LONDON, March 21st.

The Lord Chancellor has declared that Home-Rule is inevitable.

## SUFFRAGETTES AGAIN.

LONDON, March 21st.

Women suffragists made a raid on the House of Commons. Seventy-six were arrested.

## THE THAW TRIAL.

LONDON, March 21st.

The Thaw trial has been suspended pending the inquiry as to the sanity of the prisoner.

## DEATH OF COUNT LAMSDORFF.

LONDON, March 21st.

Count Lamsdorff is dead.

Count Vladimir Lamsdorff, one of the most distinguished statesmen in Russia, possessed all the orders of the Empire. He entered the Foreign Office in 1865, and subsequently filled many important positions, rising in 1890 to Russian Foreign Minister. He was born at St. Petersburg, 25th December, 1844 (old style). He was the son of Count Nicolas Lamsdorff, D. D. General to the Emperor Alexander II.

## SAN FRANCISCO GRAFTERS.

LONDON, March 21st.

The San Francisco supervisors admit the wholesale receipt of bribes to the extent of over a million dollars.

## ASIATICS IN SOUTH AFRICA.

LONDON, March 21st.

The Transvaal Government will re-enact the Asiatic Ordinance.

## INDIA AND OPIUM.

LONDON, March 21st.

India has undertaken to reduce the cultivation of opium.

[REUTERS' SERVICE.]

## THE OPIUM TRADE.

LONDON, March 19th.

At the second reading of the Appropriation Bill, Mr. T. Taylor drew attention to the opium traffic in the colonies, particularly to Hongkong. Mr. Churchill said that the determination of the Chinese Government to effect a stupendous moral reformation in the condition of the people, involved an imperative mandate from all other countries to aid the movement. Lord Elgin is in consultation with the India Office and will watch every opportunity to bring the legislation of the colonies more in harmony with the over-whelming opinion of the House, and with our duty as a civilizing power.

Mr. Morley in reply to Mr. Ellis, said that the views of the Government of India on the opium traffic had just arrived, and were under consideration. The discussion which the Chinese Government invited would be commenced with all dispatch, and he was confident of a satisfactory result.

## THE LINCOLNSHIRE HANDICAP.

LONDON, March 19th.

The Lincolnshire Handicap was won by Ob. Kaffir Bird was second and Reliance third.

## THE WRECK OF THE "JEBBA."

LONDON, March 19th.

The mails and specie have been landed from the *Jebba*.

## HOCKEY.

3RD MIDDLESEX v. E.G.A.

This belated first-round match will be played on the Military Ground (by sanction of H. E. the Governor) this afternoon at 4 p.m. The following will be the teams—Middlesex (Colours):—Goal, Lance-Corporal Matthews, Backs, Lt. Large and Corporal Sharp, Halves, Private Miller, Capt. Thompson and Private Correns; Forwards, Drummer Roberts, Private Knowles, Private Barton, Capt. Miller and Lt. Dixon; Referee, Lt. Uscher, 129th Baluchis. E. G. A. (Whites):—Goal, C. S. M. Owen; Backs, Lt. Guise and Gunner West, Halves, Capt. Thompson, Lt. Hill and Gunner Slade; Forwards, Lts. Larnour, Down and Cross, Gunners Graham and Price; Referee, Col. Aiken, 119th Infantry. The match should be a good one. The winners of this tie are to meet H.M.S. *Tamar* in the semi-final, the other finalists being the 119th Infantry.

## SUPREME COURT.

Thursday, 21st March.

IN ORIGINAL JURISDICTION.

BEFORE SIR FRANCIS FIDGOTT (CHIEF JUSTICE).

MANY CLAIMANTS.

The case in which the Fat Koo firm and the Hung Shoung firm were plaintiff, and the defendants were Chan Wai-chi and the Official Receiver in the bankruptcy of the Kwong Yik Wo and the Yan On Marine and Fire Insurance Company Ltd., and Chai Kee, again came before the Court. The Chief Justice at the close of the arguments last week had reserved his decision, but he had invited counsel to attend as he wished to hear further argument.

It will be remembered that the claimants sought to recover various sums of money lent to the plaintiff, the proceeds of sale of flour amounting to \$33,300 and damages.

The Hon. Mr. H. E. Pollock, K.C., instructed by Mr. Bowley (of Messrs. Denny and Bowley) appeared for Fat Koo and Hung Shoung; Sir Henry Baskley, K.C., instructed by Mr. Holborn, (of Messrs. Deacon, Looker and Deacon), acted for the Yan On Company, who, it was explained, were plaintiffs as well as claimants in the issue; Mr. M. W. Slade, instructed by Mr. C. D. Wilkinson, represented Chan Wai-chi; and Mr. Calhoun appeared for Chai Kee, one of the defendants.

The points on which the Chief Justice wished to hear further argument were:—Assuming the Court to be of opinion that the same principle with regard to property passing only on the goods being ascertained to be applicable to a contract of pledge as to a contract of sale: (1) Does the evidence of the facts connected with the transaction, etc., in the goods, apart from the documents, amount to an ascertainment of the facts of the pledge? (2) Do the documents supply the deficiency, if any, in this evidence? (3) Is the possibility that the same flour may have been pledged both to Fat Koo and Hung Shoung and also to the Yan On and possibly also to Madame Masse, consistent with the condition that the flour must be ascertained?

The Chief Justice on taking his seat said—I am sorry to have to call you again but I don't like being influenced by a point in the judgment which has not been thoroughly thrashed out. I shall be glad to hear each side. The main point is the question of the double pledge.

Mr. Pollock opened the argument by pointing out that each party was ignorant of the fact that the flour was pledged to somebody else, and assuming that there was not sufficient flour to meet the claims of both plaintiffs both should be tenants in common.

Other counsel followed and the case was adjourned.

IN SUMMARY JURISDICTION.

BEFORE MR. A. G. WISE (PUNISHMENT JUDGE).

A DIRECTOR'S POWERS.

The San Choy Rick, Tile and Timber Company of 150 Queen's Road West, and the Lau Chai Company, trading as Yi Shum of 353 Queen's Road West, for \$1,000, being the balance due by defendant's for goods sold and delivered by the plaintiff, after waiving one dollar in order to bring the claim within the jurisdiction of the Court. Mr. Otto Keng Sing appeared for plaintiffs and Mr. F. X. d'Almeida, a Castro for defendants.

The managing director of the plaintiff firm spoke to the goods having been supplied and to his having been instructed to sue.

His Honour wished to know if a resolution instructing him to sue had been passed by the directors and if so, had it been stamped.

Mr. Otto Keng Sing did not consider that such was necessary, but his Honour adjourned the case for the production of the books and documents.

## HONGKONG ICE CO. LD.

An extraordinary general meeting of the Hongkong Ice Co. Ltd. was held at the offices of Messrs. Jardine, Matheson and Co. yesterday afternoon for the purpose of making certain alterations in the Articles of Association. Hon. Mr. W. J. Gresson presided, others present being Messrs. W. Parlane (manager), R. G. Munro (secretary), C. H. Ross, A. Brooke Smith, T. S. Forrest, J. Barton, A. Rodger, C. W. May, Ho Peck and Lo Cheung-shui.

The SECRETARY read the notice calling the meeting and the resolutions to be submitted as published.

The CHAIRMAN—Gentlemen, the notice just read explains the object of this meeting, and I should be much obliged if shareholders would propose and second the two resolutions before you for approval.

It was proposed by Mr. BARTON and seconded by Mr. HO FOCK that the Articles of Association be altered in accordance with the notice just read. Carried.

Mr. BROOKER SMITH proposed that the changes in the Company's Articles, just approved in accordance with the notice read, should come into force and take effect from and including the 1st May, 1907.

Mr. RODGER seconded, and the motion was agreed to.

The CHAIRMAN—These resolutions will require to be confirmed at another meeting. I thank you very much, gentlemen, for your attendance.

## HONGKONG CRICKET CLUB.

The date of closing entries for the Annual Racquet Tournament has been extended until Saturday next, March 23rd, at 7 p.m. for single and double Handicaps and Championship events.

## STERLING SALARIES IN SIAM.

COMPENSATION FOR OFFICIALS.

Woundorland, says the *Bangkok Times*, that the Government has come to a decision with regard to the question of granting some compensation to those of its officials whose salaries are fixed in foreign currencies.

The claim for compensation is due, of course, to the fact that, owing to the rise in the rate of exchange, officials on gold salaries have, for some time past, been receiving a lower number of taels than formerly and, while there is, naturally, no loss on any remittances they may make abroad, the balance of their salaries available for local expenditure, has been reduced—thus causing a net loss on the salary after its conversion into local currency.

To meet this state of affairs the Government have decided that all officials, who may so desire, will be permitted to exchange their gold salaries for salaries stated in taels—the rate to be adopted for the conversion being 1/4 or 1/5, 15 to the pound sterling—and we are informed that applications to this end may now be submitted. Officials who prefer retaining their gold salaries will be at liberty to do so, but in that case they will have to take their chance of exchange.

Commenting on the matter, the *Bangkok Times* says:—The Government has now announced its decision with regard to the desired adjustment of the sterling salaries received by certain foreign officials to the high rate of exchange now prevailing. What they hoped for was a pound worth T. 16.66; what they will get, if they choose to accept this deal, is a pound worth T. 15. The wages of exchange do bear hardly on most of those who are paid salaries in sterling, and the lamentation has been loud all through the Far East.

The request for an adjustment was reasonable, though it has been refused both in the Straits and Hongkong, and the sterling men in the Siam Government service must not be dissatisfied at getting half of what they considered fair from their point of view. The fact is that no figure would be equally fair to all.

The highly paid official is able to save a considerable portion of his salary that will ultimately be remitted to Europe; the official on a modest salary finds that a good deal of what he once saved is required for the ordinary monthly expenditure. That requires the same number of taels though he is getting fewer.

There were, for example, several whose salaries were changed into sterling in July 1903 when exchange was at the rate of 16.39 per pound, and increases of salary do not come frequently enough to keep pace with the appreciation of the tael since that time. Still, we are presumably to have an exchange of about 15.50 to the pound in the near future, and the concession granted by the Government is considerable in comparison with that.

## POETIC JUSTICE IN CHINA.

With reference to the suicide of the late Taoist Pan Hsiao-tzu, deposed Director of the Nanking Mint, who had been found guilty by Viceroy T'ang Pang of peculations and implicated to the throne, the following interesting story comes from Nanking. It is about the base ingratitude of an employee of the late Taoist. It appears that a certain official of the name of Hong Pao-chien, formerly residing in the city of Yangchow, but who had to abandon everything and flee from that city owing to various disreputable transactions on his part, came to Nanking in a penniless condition and in some way contrived to join Taoist Pan as a clerk under a new name of course when Pan was appointed Director of the Nanking Mint in 1904. Hong Pao-chien soon gained the confidence of his employer, who promoted him to be Chief Accountant and Treasurer of the Mint. Soon after the arrival of Viceroy T'ang Pang in Nanking, Pan was deposed and the Viceroy, naturally expecting fraud on the part of his confidential clerk to take charge of between thirty and forty trunks containing valuable fur clothing, official and private, and other things, valued at half a lakh of taels. Suddenly (about ten days or so ago) there arrived the news from Peking that an Imperial edict was about to be issued ordering the severe punishment of the defrauding Taoist and the confiscation of all his possessions to make good his peculations to the Government. Thinking to obtain the approval of the authorities, Hong Pao-chien on hearing the news drew up a detailed list of the things committed to his care by Taoist Pan and announced to the Chief Clerk Changgun, one of the two Nanking City Magistrates, who he (Hong Pao-chien) was ready to hand over the several tons of valuable trunks to the authorities at any time. Of course the magistrate immediately reported the matter to his Excellency the Viceroy, who gave the necessary instructions to seize the trunks in question in the name of the law. At the same time, quoth his Excellency, "Hong Pao-chien, who had received every kindness and confidence at the hands of Pan Hsiao-tzu, has acted with the basest ingratitude towards his employer in betraying him in this manner. There is a law for the punishment of ungrateful servants and underlings who have betrayed their masters; but apart from this, this Hong Pao-chien, who acted as Chief Accountant and Treasurer of the Nanking Mint under the late Director, must also be held responsible for the defalcations. Let him, therefore, be promptly arrested, so that he may take his trial and receive the due measure of his punishment."

Hong Pao-chien was accordingly arrested and imprisoned in the prison of the Mayor of the Shanghai Magistrate, who has "sealed up" the residence and all other properties held by Hong Pao-chien in the city of Nanking, which are said to be considerable and worth much money.—*N. C. Daily News*.

## WEATHER REPORT.

On the 21st at 11.35 a.m.—The barometer has risen considerably over E. Japan and fallen over China, particularly on the E. coast.

A depression is moving into the Yellow Sea to the North of Shanghai, and a high pressure area lies over S. Japan.

Gradients are slight in the South, and light to moderate variable winds, accompanied by foggy weather, may be expected Formosa Channel. Light S.E. winds will prevail over the N. part of the China Sea.

Hongkong rainfall for the 24 hours ending at 10 a.m. to-day, 0.00 inches.

The forecast for the 24 hours ending at noon to-day is as follows:—

	S.E. or variable winds, light; cloudy, foggy.
Hongkong & Neighbourhood	(Variable) winds, light or moderate.
Formosa Channel	Same as No. 1.
South coast of China between Hongkong and Lamook	Same as No. 1.
South coast of China between Hongkong and Hainan	Same as No. 1.



## FUNNELS AND FLAGS.

## THE "MACEDONIA."

The present voyage of the *Macedonia* is certainly an important event in the annals of the P. & O. Company. It is the first time the Company has sent to the East the largest ship of the fleet, a steamer of 10,512 tons, and as the available passenger accommodation for the voyage home has booked many weeks in advance of the sailing date, the Company will probably conclude that the experiment is worth repeating in future years. The *Macedonia* brought down from the North 72 saloon passengers, exclusive of children, and the bookings at the local office of the company show an accession of 50 or more to the list. Among well-known residents leaving for home by the *Macedonia* to-morrow are Mr. L. A. M. Johnston, Postmaster General, and Mr. F. B. J. Bowley, the Crown Solicitor. The full list appears on page 8.

The vessel is a twin screw steamer of 10,512 tons gross, and can carry a large amount of cargo. Her indicated H.P. is 15,000. She is a fine type of vessel and can easily be used as a transport, having transport decks fore and aft. She can easily maintain an average speed of sixteen knots in all kinds of weather. Among the many new innovations on board are the patent apparatus for steering the vessel and the powerful winches and cranes for handling cargo of all descriptions. She is supplied with all the latest improvements for the comfort of passengers and is certain to prove a favourite on the Far Eastern run. She is the largest ship in the P. & O. fleet, having exceptionally large and roomy decks, and affording ample space for passengers to hold all sorts of entertainments. The decks are so arranged that they can be used by passengers in all sorts of weather. The saloon and first class smoke rooms are about as finely fitted up and furnished as on any vessel which has ever visited these waters. The music room is exceptionally fine and is certain to be always in use. The vessel is fitted throughout with electric light and fans and each set of cabins is supplied with its own bath room and other conveniences that will be greatly appreciated. The pantries, galleys, butler's shop, bakery, etc., are models of cleanliness. Her propelling machinery is the best of the very latest up to date engines. The toilet room, lavatories, etc., are all that can be desired. In case of an outbreak of fire she is fully equipped with the latest appliances. She carries a large number of life boats, rafts, life belts, etc.

## REDUCED PORT CHARGES AT BOMBAY.

The Bombay Port Trustees propose reducing the charges on shipping, and the wharves on goods by nearly eight lakhs in 1907-8.

## THE "ROBERT COOKE."

The tug *Robert Cooke* is expected to remain on the rocks till the monsoon breaks in a couple of months or so. It is stated that the Dock Co. has already received the insurance money.

## THE "FRONDE."

The French destroyer *Fronde* has been repaired by the Dock Co. and has left for Saigon to be refitted.

## CARGO FOR HONGKONG HOTEL.

The *Tamb. Maru*, which arrived on Wednesday from England, brought out new lifts for the Hongkong Hotel. For some time past bricklayers and carpenters have been at work in the hotel preparing for the installation, and the lifts are expected to be running before many weeks are past.

## A SAILOR'S FANCY.

An officer in the mercantile marine, well known in Japan and China ports, is credited with a very neat and in connection with the *Dakota* being asked what he thought of the wrecked liner, he said: "Well, there she lies, with her head bowed down to Japan, and her stern towards America, saying: 'Please excuse us for the San Francisco affair!'"

## CHINA MERCHANTS' S.E.C.O.

A Peking dispatch states that the report of the appointment of H. E. Shang Kung-pao to be Director-General, and Tang Shen-Tan, to be Assistant Director-General of the China Merchants' S. E. C. Co., under the control of the Nanking Shanghai (Ministry of Agriculture, Works and Commerce), is premature, the members of that Ministry being ignorant of any such appointments.

## "DAKOTA" TO BE SOLD BY AUCTION.

According to Japanese contemporaries, the Great Northern Steamship Company, owners of the *Dakota*, have on their part surrendered the remains of the great liner to the insurance offices interested. The Yokohama agents of the insurance offices concerned have as yet received no instructions from their respective head offices. It is authoritatively stated that the *Dakota* is to be disposed of by auction, as she now lies. Numerous applications have already been received by the agents offering to purchase the steamer. The price for the *Dakota* and her cargo is estimated to fetch is at about ¥1,000,000.

## JAPANESE STEAMER DAMAGED.

Very bad weather was experienced by the N.Y.K. steamship *Alt-mar* on her last voyage across the Pacific to Japan. On March 2nd and 3rd tremendous seas were running, and the cold was so intense that the decks were covered with a mass of ice. One great wave carried away a boat from the ship's stern, snapping off the davits, breaking the stern-rail, and smashing the wheel-ber. Part of the steering gear was also carried away, and for several hours the ship was going ahead at a speed of only 1½ knots. Captain Yagi was on the bridge for nearly the whole of the two days, and although the *Alt-mar* encountered the full force of the gale, she behaved splendidly, and proved herself to be an excellent sea-boat.

## CRUISING ROUND THE WORLD.

Yesterday the *Norseman* arrived here from Manila with party on board who are on a cruise round the world. The yacht, which is one of the finest seen in Hongkong, belongs to Lord Londale, has been chartered by an American gentleman, Colonel Robinson, who with his wife and two children, accompanied by Mrs. Whitmore, Dr. Tate, governess, and nurse, are making the circuit of the globe in the *Norseman*. They left Southampton on September 27th and have touched at the various ports en route, the last place of call being Manila. The *Norseman* which is of barquentine rig, did most of the journey from Manila to Hongkong under her own sail. She has a crew of 32 all told.

## SAN FRANCISCO'S GROWING IMPORTANCE.

The greatness of the Port of San Francisco was demonstrated on February 17, says the *Call*, by the large number of vessels that passed in through the Golden Gate, coming

from all parts of the world. All but one were heavily laden with cargoes that in value ran up into millions of dollars. In all, up to 6 o'clock, twenty-seven deep sea carriers passed in, while anchored off the heads, "just as the sun went down" were two big ships, both awaiting tugs to bring them in. It was a real letter day for the port, not only in the great number of arrivals, but the fact that so many ports in widely scattered parts of the world were represented in this enormous delivery of materials for the city's rehabilitation. Yesterday's arrivals will be San Francisco's great wharfage capacity to its utmost, while the stevedores and longshoremen have a Herculean task before them in landing the immense cargoes.

## FLOATING MINE.

On March 9th a fishing boat found a floating mine of the Russian type about five miles off Imuroski, Mishima district, Niigata Prefecture, on the Japan Sea coast. With the assistance of two other boats, they endeavored to secure the mine, when it exploded, and all the boats were blown to pieces. The men were killed, and another severely injured.

Another floating mine was discovered off Niigata Prefecture on March 11th. It was promptly secured and safely towed ashore. A third mine has since been picked up.

**MORE SHIPS FOR JAPAN.**

It is stated in a vernacular contemporary that the Mitsui Bussan Kaisha owns thirteen for the shipment of coal, timber and phosphoric stone. Owing to the large increase in the company's trade in these articles, the thirteen steamers have proved inadequate, and the company is at present using chartered chartered steamers. Most of the vessels owned by the company have become old and out of date, and the company has under consideration the construction of large cargo boats of the latest type. Estimates have been invited for a steamer of 7,000 tons and another of 2,000 tons from certain yards in England. The steamer of 7,000 tons is intended to be used for the transport of coal for America and other distant ports, and the smaller one for the transport of coal between Japan and Shanghai. The shipbuilding business in Japan has been showing unprecedented activity of late, and the yards are now full with orders. Owing to the increase of wages and the advance in the price of imported materials necessary for shipbuilding, it is said to have been found cheaper to order a steamer from England than to build in Japan, unless a shipbuilding bounty is granted. For instance, a steamer of 7,000 tons for the transport of coal about to be ordered by the Mitsui Bussan Kaisha costs about ¥400,000 in England, but when built in Japan the cost amounts to over ¥600,000. The expenses of bringing such a steamer out from England can be cleared by the shipment of cargo. For this reason the Mitsui Bussan is said to have decided to give preference to a British yard.

## SHANGHAI TRAVELLER'S EXPERIENCE ON THE "DAKOTA."

Mr. W. S. Jackson, Secretary of the Yangtze Insurance Association Ltd., returned to Shanghai on March 17th and in an interview which he accorded our contemporary stated that the wreck of the *Dakota* was absolutely inexplicable. He passed the *Mage* light at noon and reported there as usual. Certainly there was a strong current setting into the shore. That was well known to all sailors on that route and the *Dakota's* course was changed three times on that account. The reef is charted and is very well known to all steamers on that route usually keep three miles off shore as in fact did the *Empress* steamer which passed there next day. The reef is just five-sixths of a mile off the land. The captain was on the bridge at the time the steamer struck the reef and he was perfectly sober in spite of any reports which I have been circulated to the contrary. They struck at 5:55 p.m. and at 1:15 orders were given to collect light luggage and prepare to leave the ship. A number of Japanese fishing vessels put off to the rescue and in them they landed at various points of the shore. The manager of a Japanese bank took all in hand and looked after them as well as circumstances would possibly permit. Their relief and articles of first necessity were sent to the passengers who were mostly ladies, but no grave could be too high for their conduct. They showed no alarm, and though in one instance it was necessary for them to sleep twenty-six in a room and on the floor, they made no complaints. When the steamer struck the reef the sea was perfectly calm, but in twenty minutes' time a fairly heavy sea had been raised by a strong wind from the south; still there was no danger of the vessel submerging; that could only be caused by a furious gale and as a matter of fact she was for some time after that in the same position as she was then. The captain and officers all left the vessel that evening and Japanese fishermen evidently visited the unprotected ship that night and when Mr. Jackson returned on board next day, he found his luggage in the room out of order and the contents looted. The ship's boats were not made use of in any way. After being lowered to the main deck they were left there, where they are probably still unless they were washed away as the vessel settled down. The captain was tremendously out of order on the affair and when Mr. Jackson saw him next day he was in a state of prostration and looked ten years older. He did not go on to Yokohama with the passengers but stayed in the Japanese village. Everything connected with the wreck appeared to Mr. Jackson to be beyond explanation, the striking a well known reef in broad daylight with the adjacent shore plainly visible, the haste in leaving the vessel and the fact that the vessel was left to the mercy of anyone who carry to visit her and help himself while there was comparatively no danger in remaining on board with the vessel in the firm position she maintained.

## LATEST STEAMER MOVEMENTS.

The M.M. Co.'s str. *Polyanna* with the next French Mail will leave Saigon to-day, the 22nd March, at 8 a.m. for this port.

The C.P.R. str. *Empress of Japan* arrived Kobe on Wednesday, the 20th March, at 7 a.m. and left again at 11 a.m. Saturday for Yokohama where she due yesterday at 9 a.m.

The British str. *Taitalia* left Saigon 10th March, for this port, and is due here to-morrow.

The French str. *Phuyn* left Saigon 10th March, for this port, and is due here on or about the 21st March.

The French str. *Bismuth* left Saigon 20th March, for this port, and is due here on or about the 24th March.

The L.G.M. str. *Prior* left Yokohama for Nagasaki and Shanghai on Sunday, 17th March, p.m., and may be expected here on or about Monday 25th March.

The L.G.M. str. *Sach* en left Yokohama via Kobe, Nagasaki and Shanghai on Wednesday, the 20th March, at 9 a.m., and may be expected here on or about Tuesday, the 26th March.

The C.R. Co.'s str. *Amal* left Yokohama for Singapore on Wednesday evening, and is due here on or about Wednesday, 27th March.

The C.P.R. str. *Empress of India* left Vancouver on Tuesday, the 19th March, p.m. for Hongkong via the usual Ports of Call.

## RAUB GOLD MINE.

General Manager's Report for 4 weeks ending 23rd February 1907.

The accompanying sheet of mine measurements and assay results of prospecting work shows a total of 283 ft. for the period (4 weeks) under review made up of 10 ft. sinking, 111 ft. driving, and 162 ft. of crosscutting, as against a total of 493 ft. for the previous four weeks.

## BT. KEMAN.

440 Level, Drive South.—This end has been driven 7 ft., bringing the total to 226 ft. The drive, 58 in. wide, gives an average value of 8 dwt.

440 Level North, Drive on Hanging Wall Branch.—This has been advanced 11 ft., making a total of 226 ft. The drive, 52 in. wide, assays 1½ dwt.

On the Footwall portion 11 ft. has been driven, making the total 43 ft. This branch averages 66 in. wide, worth 2½ dwt.

440 Level South, West Lode.—Here 7 ft. has been driven, making a total of 83 ft. The lode, for 64 in. wide, is very low grade.

340 Level North, Drive on Hanging Wall Branch.—To this has been added 6 ft., bringing the total to 78 ft. The lode, 58 in. wide, assays 1½ dwt.

1 Level North, Drive on bunch from stope.—This has been extended 12 ft., making a total of 51 ft. The lode, 62 in. wide, gives an average value of 6½ dwt.

Crosscutting for filling.—Of this work 48 ft. has been done.

Stopes.—The following have been in operation:

Above the 400 level: 2 stopes. Lode 119 in. wide, worth a little over 2 dwt. per ton.

Above the 440 level: 2 stopes. Lode 73 in. wide, worth 4 dwt.

Above the 440 level: 2 stopes. Lode 88 in. wide, worth 6½ dwt.

"STOPE" MINE.

60 Level, Drive South.—This has been driven 12 ft., making a total of 370 ft. The lode, 54 in. wide, assays 1½ dwt.

60 Level, Crosscut.—This has been extended from 24 ft. to 34½ ft.

160 Level, Drive South.—Here 15 ft. has been driven, bringing the total to 322 ft. The lode, 60 in. wide, assays 1½ dwt. per ton.

100 Level, Drive North on East Lode.—This has been advanced 7 ft., making a total of 32 ft. The lode, for 81 in. wide, assays 2 dwt.; it has become slightly disorganized.

Crosscutting for stoping.—23 ft. of this work has been done.

Stopes.—The following have been in operation:

Above the 160 level: 1 stop: lode 70 in. wide, worth 13 dwt.

Above the 60 level: 1 stop: lode 54 in. wide, worth 3 dwt.

No. 3 Winze from surface.—This has been sunk 6 ft., making a total depth of 40 ft. As this is going down in undrained ground, the water greatly delays progress.

BT. MALACCA.

No. 2 winze South from No. 2 level.—This has been sunk 13 ft. (at about 100 ft. South of No. 1 winze and on the hanging wall branch) to connect with drive from below. The lode passed through averages 48 in. wide, worth 16 dwt.

Drive South from No. 1 Winze below No. 2 level.—This has been driven 16 ft., making a total of 101 ft. The lode, 24 in. wide, assays 17 dwt.

Stope.—From below the No. 2 level: 1 stop: lode 40 in. wide, worth 6½ dwt.

Surface prospecting.—A winze has been sunk 41 ft. (at about 1,700 ft. north of Bt. Malacca) and at this depth crosscutting will be projected east and west.

GENERAL.

Owing to the Chinese festivities and a shortage of labour our development footage has fallen behind the average. A stock of ore was won, which enabled us to run the mills through the holidays except for 8 hours which was used for general repairs and to effect the usual extra cleanup.

CYANIDATION.

The clean cyanidation in a recovery of 97.91 oz., having a fineness of 498, from a total of 158 tons.

The third rat is in full work and the fourth is under construction.

BT. MALACCA.

No. 1 Mill ran 22 days, crushing 106 tons of mine ore and 2,446 tons surface ore.

No. 11 Mill ran 23½ days.

Amalgam collected 517 oz., producing Retorted gold 152.187 oz. Smelted gold 152.187 oz.

Period of work 28 days, less lost time 1.72 days for cleanup and stoppage (Chinese festivities &c.).

Stamps working: 40

Crushed: 2,446 tons

Stops: 1,035

Total 3,372 tons

Amalgam recovered: 2,096 oz., producing Retorted gold 714 oz. Smelted gold 709 oz.

Average yield per ton 420 dwt.

Average value of tailings 1.18

Net extra cleanup produced 750 oz. amalgam

Yielding retorted gold 206 oz. Yielding smelted gold 203 oz.

Total tons crushed 5,294

Amalgam collected 3,827 oz. yielding Total smelted (from battery) 1,064.187 oz.

Average fineness 491.743

Yield per ton 358 dwt.

Cyanide cleanup realized 97.91 oz.

W. H. MARTIN, Gen. Manager.

## MISAPPROPRIATION OF "HONG-NAMES"

The following letters appear in the January issue of the *Journal of the American Association of China*:

"Sir.—It has been brought to our notice that of late Japanese firms are applying the established Chinese Hong-names of foreign firms in China to goods of Japanese manufacture, which are imported into China by Japanese merchants. A protest which has been lodged by a German firm with the Consul-General, and submitted by him to the Japanese authorities, has been of no avail. It is only too apparent that this over increasing practice is bound to do serious harm to the trade of all foreign firms, whom the Chinese importers as well as the consumer in the interior know mostly by their Chinese hong-names only.

"We have approached our Government in this matter, but as it is of general interest to all foreign commerce in China, we also take the liberty to bring this matter before you, and would sincerely thank you if you would give it your serious consideration and valuable support.

"We have the honour to be Sir,

Your obedient servant,

"C. MICHAEL, Acting Chairman, American Association, Shanghai."

"American Association of China, Shanghai, 22nd Sept. 1906."

"Sir.—In reply to the communication of your Association, under date of the 17th instant, I am directed by my committee to say that our Association is very willing to co-operate in securing proper protection for Chinese Hong-names of foreign firms, and we would be grateful to you if you can supply us with any specification of the misuse of such names.

"Trusting that you would supply us with the information and with the esteem of our Committee to you and your Committee, I remain, Yours very truly,

"GILBERT REID, President, Deutsche Vereinigung, Shanghai."

"Chairman of Deutsche Vereinigung, Shanghai."

"Shanghai, 26th Oct. 1906."

"Sir.—We beg to acknowledge receipt of your esteemed letter of 22nd ult. by which you request us to supply you with specifications as to the misuse by Japanese firms of Chinese Hong-names of foreign firms.

"The following firms have given information to us in this matter: Carlsberg & Co., Kirchner & Beyer, Ford, Bornemann, and Mr. Fiedler, of Messrs. Carlsberg and Company will be very pleased to furnish you with any further details you may require.—We remain, Sir,

DEUTSCHE VEREINIGUNG, C. Brodersen, Chairman, R. Leising, Secretary, Dr. G. Reid, Chairman, American Association, Shanghai."

"American Association of China, Shanghai, December 1, 1906."

"Sir.—Within the last few months complaint has been made that the Japanese were using the hong-names in China that have been adopted by foreign firms doing business in China. The evidence produced relates at present only to British and German firms, but the same principle relates also to our American firms. British and German merchants have therefore appealed to their Governments to take such action as will secure redress. Our Association has been requested to secure the services of our Government at Washington, either by co-operation with the British and German Governments, or by direct reference of the matter to the Japanese Government, as will afford protection to the hong-names whether in English or in Chinese characters, and whatever the nationality of the firm adopting such hong-names.

"It is evident that nothing can be done by referring the matter to the Chinese Government. Hence it is that we take the liberty of applying for your assistance in this matter, which is one of diplomatic negotiation between the home Governments rather than of negotiation between the Chinese Government and our representatives in China. The use of Chinese names of even greater consequence than the use of the foreign name, so far as carrying on trade with the Chinese is concerned.

"Believing that you will appreciate the importance of the principle involved, and with expression of high esteem, I remain,

Your most obedient servant,"

"GILBERT REID, President."

"Secretary of State, Washington D. C."

IMPERIAL "SHILLING CABLES."

The Canadian Postmaster General, Hon. Rodolphe Lemieux, seems to be a very bold and aggressive person. Not content with popularizing the phrase an "intellectual preference for Great Britain" in connection with the proposed reduction of postage on British periodicals mailed to Canada, he has given us another. This time it is "shilling cables to all ports of the Empire." In other words, he desires to see cheaper cable service throughout the King's Dominion in the interests of imperial solidarity and imperial trade. The subject of all British cables and cheaper service has long been a pet theory with Sir Sandford Fleming to whom belongs much of the credit for the construction of the Pacific cable from Canada to Australia. He sent the first message that ever went around the world, using the Pacific cable in part. That was in October, 1902. Since then he has steadily pursued the idea of an all-Government-owned world-circling cable. To this he added recently the idea of a cheap imperial service. That Mr. Lemieux has taken up the subject enthusiastically marks him in the opinion of the *Canadian Courier* (Toronto, Jan. 5), as a statesman of imagination who may yet play an important part in imperial affairs.

OIL BLAZE AT TSINGTAO.

The petroleum godowns of the Asiatic Petroleum Company and of Mr. G. McEwin at Tsingtao were on fire on March 17th. About 40,000 barrels are stored in the godowns. The godown of Mr. George McEwin appears to have been saved, thanks to the splendid efforts of the Volunteer Fire Department and a large number of soldiers belonging to the garrison. The godown of the Asiatic Petroleum Company was still burning at last advices. The agents state that 25 barrels of coal-oil are stored in the building, and that they are insured with London Companies for \$50,000. The fire was caused by the carelessness of Chinese who were soldering the tins. The town was not endangered.

## PHOTO ALBUMS!

## PHOTO ALBUMS!!

## PHOTO ALBUMS!!!

## LONG. HING &amp; CO.

No. 17, QUEEN'S ROAD.

## THE CHAMPAGNE

OF THE TWENTIETH CENTURY

## MOËT AND CHANDON

## "DRY IMPERIAL."

PER CASE 12 BOTTLES

Do. 24 Do.

\$57.00

60.00

## SOLE AGENTS

## H. PRICE &amp; CO.

TELEPHONE No. 135.

361

WINE AND SPIRIT MERCHANTS,

12, QUEEN'S ROAD CENTRAL.

## ALTERED POSITION OF THE EUROPEAN MERCHANT.

## THE

## ROBINSON PIANO

## CO. LTD.

## TALKING

## MACHINES

## AND

## RECORDS.

## NEW STOCK JUST ARRIVED.

## LARGE AND VARIED ASSORTMENT

## MUSIC:

## LATEST COMIC OPERA SCORES

## AND

## DANCE MUSIC

## JUST ARRIVED.

Hongkong, 29th November, 1906.

[37]

In April, 1902, Viceroy Yuan Shi Kai offered Mr. Quincy the position of Superintendent of Police at Peking, in the province of Chih, which he accepted. Subsequently, when the Tientsin native city was handed back by the allied commanders, the Viceroy's Police were transferred from Peking to Tientsin.

Owing to the reorganization of the Police Force on modern lines throughout the Chinese Empire, and the fact that the Chinese Government is throwing open many new ports to foreign trade, in March, 1905, Capt. Quincy was recommended by Viceroy Yuan Shi Kai to accompany the new governor of Shanghai to assist him to organize a Police Force in China.

Capt. Quincy accepted the post on promotion. He is now receiving 4,000 taels, equal to about 40,000 per annum, everything being found with exception of his food. The Force he commands at present consists of 400 officers and men and a few Sikhs.

On February 16th 1906 a site selected in the west suburb of the city was declared open by the Chinese Government as a Commercial port for foreigners and Chinese. The port is governed by a municipal body of Councilors composed of Chinese officials. Many foreign and native business houses and private residences have been built; broad macadamised roads have been laid out, and other public works have been undertaken and are in the course of construction such as drainage, electric lighting, telephone and telegraph communications, sanitation, etc.

The Shanghai Municipal Report (police section) opens ominously with the words, "The past year shows bad record for serious crime." This is attributed first of all to the abolition of fogging, then to the new departure which requires serious cases to be sent into the city whence dangerous criminals have been getting out, and thirdly to bad times and the consequent number of men out of work. All these are causes of the exceptional crime of the present time with which we are all familiar. The dearth of rice during the autumn is said to have threatened very serious complications indeed, the price having reached one time \$9.50 per picul. The close of the year saw a record in the number of prisoners. The report deals with the preventive duties of the police and refers to the methods of foreign training for new members. Of the Indians, it says that as a fighting force they are to be thoroughly retrained, they pick up the local dialect readily, but fine police work is beyond them. The active branch is the least satisfactory. The training is quite inadequate, they are mainly coolies, and it is necessary to get security from them to prevent desertion. But better results are coming along, and with better training better results should follow. Reference is made to unrest amongst the rickshaw and pulling the rickshaw, but as the report points out, there will be ample room for both rickshaws and rickshawmen, room that is to say so far as the number of passengers is concerned.

## CAPTAIN WILLIAM QUINCY.

## CHIEF OF POLICE, CHIN-AN-FU, SHAN-TUNG.

## The Police Review and Parade Gossip, giving an interesting photograph of this officer, says:—



## NOTICE.

Communications respecting Advertisements, Subscriptions, Printing, Binding, &c., should be addressed to the Manager, Daily Press, and not to the Editor. Orders for extra copies of Daily Press should be sent in before 11 a.m. on day of publication. After that hour the supply is limited. Only supplied for Cash. Advertisements and Subscriptions which are not ordered for a fixed period will be continued until countermanded.

## NEW ADVERTISEMENTS NOTICE.

**THE SETTLEMENTS** this Month will take place on **THURSDAY**, the 28th instant. By Order of the Committee, **E. S. JOSEPH**, Hon. Secretary. Hongkong, 21st March, 1907. 623

## WANTED.

**AN OFFICE ASSISTANT.** Must be quick at figures. Working hands only need Apply—**WEISMAN LTD.**, Hongkong, 22nd March, 1907. 624

## PUBLIC AUCTION.

**THE** Undersigned has received instructions from **STONEY HANCOCK, Esq.**, to sell by Public Auction, On **WEDNESDAY**, the 27th March, 1907, at 11 o'clock, within his Residence, No. 1, Queen's Garden, Pank Road, THE WHOLE OF HIS

**VALUABLE HOUSEHOLD FURNITURE** Comprising—

**TAPESTRY COVERED DRAWING ROOM SUITE, BLACKWOOD TEA TABLE, FLOWER AND CURIO STANDS, LEATHER COVERED SOFA AND CHAIRS, TEAKWOOD EXTENSION DINING TABLE AND CHAIRS, TEAKWOOD SIDEBOARD AND DINNER WAGGONS WITH GLASS, BOOKCASES, WRITING TABLES, TEAKWOOD OVERMANTEL WITH GLASS, TIEUPSTON CARPETS AND RUGS, GLASS, CROCKERY AND E.P. WARE, PICTURES, DOUBLE IRON BED, STEADS WITH WIRE AND HAIR MATTRESSES, TEAKWOOD WARDROBES WITH GLASS, MARBLE TOP WASHSTANDS, DRESSING TABLES, SHANGHAI BATHS, COOKING STOVE AND UTENSILS, &c., &c., &c.**

**ONE COTTAGE PIANO** by COLLARD, and COLLARD, London (in Good Order and Condition). On View on Saturday, the 23rd instant. Catalogues will be issued. Terms—As usual. **HUGHES & HOUGH**, Auctioneers, Hongkong, 21st March, 1907. 625

## PUBLIC AUCTION.

**MR. GEO. P. LAMBERT** has received instructions from the Mortgagee to sell by Public Auction, On **TUESDAY**, the 2nd day of April, 1907, at 3 p.m., at his Sales Rooms, Dundell Street, IS ONE LOT

**THE VALUABLE LEASEHOLD PROPERTIES.**

Registered in the Land Office as Sub-Section 1 and The Remaining Portion of Section D of Island L No. 201, with the Buildings thereon known as Nos. 2 and 3, TUN WOI LANE, Victoria, Hongkong.

Particulars and Conditions of Sale may be obtained from the Auctioneer and from the Vendor's Solicitor, Mr. H. K. HOLMES, 54, Queen's Road Central.

Hongkong, 21st March, 1907. 626

**THE HONGKONG ICE COMPANY, LIMITED.**

**NOTICE IS HEREBY GIVEN** that an EXTRAORDINARY GENERAL MEETING of the HONGKONG ICE COMPANY, LIMITED, will be held at the Office of the Undersigned, at King's Buildings, Victoria, in the Colony of Hongkong, on **THURSDAY**, the 4th April, 1907, at 12.30 o'clock in the afternoon, when the Subjoined Resolutions which were passed at the Extraordinary General Meeting of the Company held on the 21st March, 1907, will be submitted for Confirmation as Special Resolutions.

1. That the following alterations be made in the Articles of Association, viz:—

(a) That the words "Company or Corporation" be inserted between the word "persons" and the word "for" in the second line of the definition "The General Managers" in Article No. 2.

(b) That the first six lines of Article No. 7 be eliminated and also the words "the Company" in the 7th line, and that the words "Messrs. Jardine, Matheson & Co., Ltd." shall be the General Managers of the Company and so long as they shall continue to be such General Managers the Managing Director in the East of Messrs. Jardine, Matheson & Co., Ltd., or in his absence the person for the time being in charge of the business of Messrs. Jardine, Matheson & Co., Ltd. in Hongkong shall be the Chairman of the Company" be inserted.

(c) That at the end of Article No. 13 the following words be added: "All signatures of the General Managers may be subscribed by such person or persons as may from time to time be thereto authorized by the General Managers."

(d) That the first 5 lines of s.s. 6 of Article No. 14 and also the word "Office" in the 6th line be eliminated and that the words "so long as Messrs. Jardine, Matheson & Co., Ltd. shall be the General Managers of the Company the signature of the said Messrs. Jardine, Matheson & Co., Ltd. shall be necessary in cheques drawn for any purpose on the funds of the Company at its Head Office" be inserted instead.

(e) That the word "their" be eliminated from the first line of Article No. 17 and the words "and the" inserted instead and that the words "of any General Manager" be inserted between the word "administrators" and the word "shall" in the second line of Article No. 18.

(f) That the word "their" be eliminated from the first line of Article No. 18 and the words "and the" inserted instead and that the words "of any General Manager" be inserted between the word "administrators" and the word "shall" in the second line of Article No. 18.

2. That the above Resolution making the above changes in the Company's Articles shall come into force and take effect from and including the 1st day of May, 1907.

**JARDINE, MATHESON & CO.**, General Managers. Hongkong, 21st March, 1907. 627

## NEW ADVERTISEMENTS

**C. DE M. C. VIEIRA-RIBEIRO,** AUCTIONEER.

**FAVOUR** with Instructions, will Sell by

## PUBLIC AUCTION.

**ON THURSDAY AND SATURDAY, THE 28TH AND 30TH MARCH,**

Commencing each day at 2.30 p.m., at his Sales Room, No. 84, Queen's Road Central.

A VERY FINE COLLECTION OF

## JAPANESE GOODS AND CURIOS.

Comprising—**SILK EMBROIDERED BEDSPREADS, WALL HANGINGS, TABLE CLOTHS, CUSHION COVERS, SCREENS, FIRE SCREENS, KAKE-MONOS, PICTURES, KIMONOS, etc., SATSUMAS, CLOISONNES, MAD-KUZUS, BRONZES and BRASSES of Every Description, CARVED IVORY FIGURES, etc., etc., etc.**

TERMS—As Usual. Catalogues will be issued. On View from WEDNESDAY, the 27th March, 1907. Hongkong, 22nd March, 1907. 628

## DOUGLAS STEAMSHIP COMPANY, LIMITED.

**FORSWATOW, AMOY AND POOCHOW.**

**THE** Company's Steamship

**"HAIMUN"** will be despatched for

the above Ports, TO-MORROW, the 23rd inst., at 3 p.m.

For Freight or Passage apply to

**DOUGLAS LARPAIK & Co.,** General Managers. Hongkong, 21st March, 1907. 622

## NOTICE.

**NOTICE IS HEREBY GIVEN** that

from and after this Date all CON-

TRACTS FOR PURCHASE OF YARN

by the Undersigned Firm must be chopped with

the chop for ordering goods of the Under-

signed Firm, signed by either **TAM FAI**

**TONG (壹輝譚)** or **TAM PAK YU**

**(雨伯譚)** Managers of the Firm, other-

wise we will not be responsible for the same.

**MIN YUEN**, of No. 27, Jarvis Street, Hongkong. Hongkong, 14th March, 1907. 620

## AUCTION

## PUBLIC AUCTION.

**THE** Undersigned has received instructions

from **H. F. CARMICHAEL, Esq.**, to Sell

by Public Auction, On **MONDAY**, the 25th March, 1907, at 2.30 p.m., within his

Residence, No. 10, Mountain View, the Peak.

THE WHOLE OF HIS

**VALUABLE HOUSEHOLD FURNITURE,**

THEIRIN CONTAINED, Comprising—

**TAPESTRY COVERED DRAWING ROOM SUITE, TEAKWOOD SIDEBOARD AND DINNER WAGON WITH GLASS, TEAKWOOD EXTENSION DINING TABLE, BOOKCASE, VIENNA CHAIRS, GLASS AND CROCKERY WARE, PICTURES, CARPETS, RUGS, TEAKWOOD CHEST-OF-DRAWERS AND WARDROBES, DOUBLE IRON BEDSTEPS WITH WIRE AND HAIR MATTRESSES, MARBLE TOP WASHSTANDS, TEAKWOOD DRESSING TABLE WITH GLASS, &c., &c., &c.**

Catalogues will be issued. Terms—As usual. **HUGHES & HOUGH**, Auctioneers. Hongkong, 18th March, 1907. 611

## WANTED.

## WANTED.

**A** STENOGRAPHER, for Shipping Office

at once. Knowledge of General Office Work required

Apply in writing to—**"MELLOW"**, Care of "Daily Press" Office, Hongkong, 21st March, 1907. 615

## WANTED.

**LADY** TYPIST, able to write shorthand,

Reply stating speed, previous experience, salary required. Address—**"B," P.O. Box 384**, Hongkong, 27th February, 1907. 461

## NOTICES OF FIRMS

## NOTICE.

**MR. HERBERT RICHARD BUDD**

**HANCOCK** is this Day authorised

to SIGN the name of our Firm.

**SHEWAN, TOMES & Co.** Hongkong, 15th February, 1907. 400

## HOWARD &amp; CO.

## NOTICE.

**THE PARTNERSHIP** hitherto existing

between the Undersigned **HERBERT**

**STEPHENS, PAUL TREGILLUS, and LOUIS**

**VINCENOT** as Merchants and Foreign Repre-

sentatives at 50, Queen's Road Central, Victoria,

Hongkong under the style of **"HOWARD & CO."** has been this Day Dissolved by mutual

consent so far as the undesignated **LOUIS**

**VINCENOT** is concerned and all interest and

responsibility of the said **LOUIS VINCENOT** in

the said business ceases as from and including

the 18th March instant.

The business will in future be carried on by

the undersigned **HERBERT STEPHENS**

and **PAUL TREGILLUS**.

All Debts will be paid and all Accounts col-

lected by the said **HERBERT STEPHENS** and

**PAUL TREGILLUS**. Dated this 18th day of March, 1907.

**HERBERT STEPHENS, PAUL TREGILLUS, L. VINCENOT.** 598

**COME AND INSPECT** Our Special Variety of

**ARTISTIC VIEW POSTCARDS** ALL KINDS OF

**FOREIGN POSTAGE STAMPS, ALBUMS** AND OTHER

**PHILATELIC GOODS** AT PRICES TO SUIT ANY BUYERS.

**GRACA & CO.** Hongkong Hotel Corridor. Hongkong, 1st January, 1907. 138

## INTIMATIONS

## HONGKONG CLUB.

## NOTICE.

**THE ELEVENTH DRAWING OF**

**SIXTY-FIVE DEBENTURES** of the

**HONGKONG CLUB** (\$400 each) was held in the

Hongkong Club House on Wednesday, the 20th

inst., when the following Debentures were

Drawn for Redemption—

31	363	842	1317	1656
61	444	856	1378	1699
70	448	1035	1399	1790
77	459	1054	1395	1724
89	493	1056	1402	1725
170	498	1057	1414	1735
183	515	1104	1416	1817
189	520	1109	1426	1837
193	670	1155	1501	1869
227	758	1178	1572	1878
270	796	1207	1599	1886
306	826	1241	1605	1804
318	844	1247	1632	1817

and will be payable at the Hongkong and

Shanghai Banking Corporation on SATUR-

DAY, the 30th day of March, 1907, in exchange

for surrender of same.

By Order,

**C. H. GRACE,** Secretary.

Hongkong, 21st March, 1907. 617

## SCOTTISH MASONIC QUADRILLE ASSOCIATION.

## CALICO FANCY DRESS BALL.

WEDNESDAY, THE 3RD APRIL, 1907.

**IT IS HEREBY NOTIFIED** for the

information of Subscribers and Guests,

that Fancy Dress is optional for Guests.

It is hoped that Subscribers will attend in

Fancy Costume. All names of Guests to be

forwarded not later than April 1st, to the

SECRETARY.

**J. J. BLAKE,** Secretary.

Hongkong, 18th March, 1907. 605

## SWATOW DISTRICT.

## LOCAL NOTICE TO MARINERS.

No. 52

**DOVE ROCK BUOY ADMIT.**

**NOTICE IS HEREBY GIVEN** that the

admitt from its moorings during the gale of the

15th instant.

The Buoy will be replaced as soon as prac-

ticable.

**A. HOLZ,** Harbour Master.

Approved: **R. A. CURRIE,** Acting Deputy Commissioner of Customs in charge.

Custom House, Swatow, 15th March, 1907. 609

## HONGKONG COTTON SPINNING, WEAVING AND DYING CO., LIMITED.

**A**PLICATION has been made to the

General Manager to issue to

**ALBERT BROWN SMITH, Esq.**, of Hongkong

**DUPPLICATE CERTIFICATE** of 145

Shares in the above Company upon the

statement that the Original Certificate viz:—

No. 562 dated 19th August 1905 for 145

Shares numbered 10872 to 10914, 112951

to 112975, 4411 to 4429, 1037 to 1061 and

4076 to 4090.

**NOTICE IS HEREBY GIVEN** that if

within 30 days from date hereof no claim or

representation in respect of such Original

Certificate is made to the GENERAL

MANAGERS they will then proceed to deal

with such application for a duplicate.

**JARDINE, MATHESON & CO.** General Managers. Hongkong, 12th March, 1907. 576

## YUEH HAN RAILWAY CO., LTD.

**TENDERS** are invited for the Supply of

Three Thousand Tons of 80lb. STEEL

RAIL of Sandberg Section and American

Standard Section and fastenings. One Thou-

sand tons to be delivered alongside of Railway

Wharf at Wong Sha not later than 10th

August and the remainder 24th September.

Blue Prints of Rail Section and Specification

of Tender will be given to those who intend to

tender on application to the Engineer-in-Chief's

Office, Wong Sha. Tenders will be opened in

the Railway Company's Office, Canton, on the

1st of April at 2 p.m. All Tenders must be

accompanied with 500 Dollars.

Tenders in Hongkong Currency net will

only be accepted. **CHIANG YAO CHAI,** President. Yueh-Han Railway Co., Ltd. Canton, 16th March, 1907. 559

## FOR EUROPE &amp; AMERICA, INDIA, AUSTRALIA, &amp;c., and for PRIVATE RESIDENTS at the OUTPOSTS. A Comprehensive and Complete Record.

## NEWS OF THE FAR EAST is given in the

## HONGKONG WEEKLY PRESS,

with which is incorporated

THE CHINA OVERLAND TRADE REPORT.

Subscription, paid in advance, \$12 per annum

Postage \$2 to any part of the World

## PUBLIC COMPANIES

**THE HONGKONG ROPE MANUFACTURING CO., LTD.**

**THE TWENTY-THIRD ORDINARY**

**ANNUAL MEETING** of Shareholders

in the Company will be held in the Office of the

General Managers, St. George's Building,

Victoria, TO-MORROW (SATURDAY), 23rd

March, 1907, at 12 o'clock Noon, for the

purpose of receiving a Statement of Accounts and

the Report of the General Managers for the

year ending 31st December, 1906, declaring

a Dividend and electing Consulting Committee

and Auditors.

The TRANSFER BOOKS of the Company

will be CLOSED on WEDNESDAY, the 27th

March, until SATURDAY, the 23rd

March, both days inclusive.

**SHEWAN, TOMES & Co.,** General Managers. Hongkong, 8th March, 1907. 547

## THE HONGKONG LAND INVESTMENT AND AGENCY CO., LTD.

**NOTICE IS HEREBY GIVEN** that an

EXTRAORDINARY GENERAL



## INTIMATION.

## S. MOUTRIE &amp; CO. LTD.

ESTABLISHED 1875.

## BABY GRANDS

BY  
RACHELS,  
PLEYEL,  
KEMMLER  
AND  
ROSENKRANZ.FOR LIGHTNESS OF TOUCH, QUALITY OF TONE, AND DURABILITY, THESE PIANOS ARE UNRIVALED.  
A GUARANTEE FOR A TEST PERIOD OF TWO YEARS GIVEN WITH EACH INSTRUMENT. INSPECTION INVITED.SOLE AGENTS:  
S. MOUTRIE & CO. LTD.,  
York Building, Chater Road.  
Hongkong, 30th July, 1906. [138]

## TO LET

## OFFICE TO LET.

ONE ROOM in PRINCE'S BUILDINGS from 1st February. Rent \$50 per month.  
Apply to—  
REUTER, BROCKELMANN & CO.,  
Princed Buildings,  
Hongkong, 28th January, 1907. 299

## TO LET.

"GLENWOOD" Caine Road, suitable for a Boarding house or Club. Containing 25 Rooms. This property would be divided into two or more houses to suit tenants.  
No. 72 WYNDHAM STREET.  
"BANGOUR" PEAK.  
BUNGALOW (furnished) at New Territory. Kowloon, 4 Rooms, Low Rental.  
BEACONSFIELD ARCADE, Fine Shops Offices and Dwelling Rooms.  
No. 15, QUEEN'S ROAD CENTRAL.  
Top Floor, (over Calliope Macgregor).  
BELLIOS TERRACE HOUSES, ROBINSON ROAD.  
TO LET OR FOR SALE.  
NEW HOUSE on MOUNT KELLY, Five Rooms on Rural Building Lot No. 117.  
Apply to—  
LINSTEAD & DAVIS,  
3rd Floor, Alexandra Buildings,  
Hongkong, 2nd March, 1907. 1102

## TO LET.

IMMEDIATELY, the Capacious Premises on the Ground-floor of No. 2, PEDDER STREET, at present occupied by Messrs. Harris Keeney & Co. Ltd.  
Apply to—  
GILMAN & CO.,  
Hongkong, 23rd January, 1907. 299

## TO LET.

NO. 6, LYEMOON VILLAS, Kowloon. Possession from 1st March next. Five Rooms and Tennis Court. Rent \$125 per month including taxes.  
Apply to—  
Care of "LYEMOON" Office,  
Hongkong, 21st January, 1907. 241

## TO LET.

NO. 21, CONNAUGHT ROAD CENTRAL, suitable for Offices and Godown.  
Apply on the Premises.  
Hongkong, 20th March, 1907. 610

## TO LET—FURNISHED.

"LEWKNOR" No. 116, PEAK. April to end September.  
Apply to—  
M. W. SLADE,  
Princed Buildings,  
Hongkong, 29th January, 1907. 399

## TO LET.

"DUNHEVED" 33, Robinson Road, or FOR SALE.  
Nos. 27 and 31, SEYMOUR ROAD.  
4 New Houses in KENNEDY ROAD, near Wan Chai.  
Nos. 4 and 6, HIGH STREET.  
No. 50 & 51 GODOWN PRAYA EAST.  
Apply to—  
SAM WANG CO. LTD.,  
51, Queen's Road Central,  
Hongkong, 13th November, 1906. [103]

## TO LET.

2 FOUR-ROOMED HOUSES at Praya East, near East Point.  
Apply to—  
JARDINE, MATHESON & CO.,  
Hongkong, 3rd January, 1907. [137]

## TO LET.

2nd FLOOR of No. 6, ICE HOUSE STREET; Centrally situated and within easy reach of the principal Banks and business houses. Apply on the premises to—  
TATA & CO.,  
Hongkong, 24th December, 1906. 103

## TO LET.

A HOUSE in KNOTSFORD TERRACE KOWLOON.  
Apply to—  
THE HONGKONG LAND INVESTMENT AND AGENCY CO. LTD.  
Hongkong, 1st March, 1907. [92]

## TO LET.

IN ALEXANDRA BUILDINGS Small Office on Second Floor.  
Apply to—  
SECRETARY,  
A. S. Watson & Co. Ltd.,  
Hongkong, 4th January, 1907. [150]

## TO LET

## TO LET.

NO. 23, WYNDHAM STREET.  
Apply to—  
E. A. & C. F. DE CARVALHO,  
14, Arbuthnot Road,  
Hongkong, 23rd February, 1907. 471

## TO LET.

IN HOTEL MANSIONS, 2 ROOMS on First Floor, suitable for Offices.  
Apply to—  
HENRY HUMPHREYS,  
Alexandra Buildings,  
Hongkong, 7th March, 1907. 531

## TO LET.

NO. 1, WEST END TERRACE, Shameen Canton.  
Apply to—  
HONGKONG LAND INVESTMENT AND AGENCY CO. LTD.,  
Hongkong, 1st March, 1907. [9]

## TO LET.

"SUMMER HOUSE" Mount Kellett, the Peak. Partially furnished. Possession from 1st April, 1907. Low Rent.  
Apply to—  
PERCY SMITH & SETTL,  
5, Queen's Road Central,  
Hongkong, 8th March, 1907. 538

## TO LET ON LEASE.

FROM 1st JANUARY, 1907.  
NOS. 6, 8, 10, 12 and 14, HOLLYWOOD ROAD.  
Nos. 1, 2, 3, 4 and 5 SUN-WAI LANE.  
Apply to—  
ARRATON V. APCAR & CO.,  
45, Wyndham Street,  
Hongkong, 24th October, 1906. [101]

## TO LET.

IMMEDIATE POSSESSION.  
WELLSBURN, No. 81 the PEAK.  
Apply to—  
JAVA-CHINA-JAPAN LIJN,  
York Buildings,  
Hongkong, 22nd January, 1907. 254

## TO LET.

RAVENSHILL WEST No. 3, PARK ROAD.  
Apply to—  
DEACON, LOOKER & DEACON,  
Hongkong, 5th December, 1906. [104]

## TO LET.

FROM 1st MARCH, 1907.  
NOS. 3, CARNARVON VILLAS, and No. 6, LOCHIEL TERRACE, Kowloon.  
Apply to—  
HEWAN & CO.,  
No. 15, Connaught Road, West,  
Hongkong, 1st February, 1907. 324

## TO LET.

NO. 23, LEIGHTON HILL ROAD. Immediate Possession.  
Apply to—  
THE COMPADORE,  
Nippon Yusen Kaisha,  
Hongkong, 4th February, 1907. 338

## TO LET.

NO. 2, HOLLYWOOD ROAD.  
Apply to—  
ARRATON V. APCAR & CO.,  
45, Wyndham Street,  
Hongkong, 2nd March, 1907. 491

## TO LET.

2nd FLOOR No. 12, QUEEN'S ROAD CENTRAL, GREENHOFF, GARDEN ROAD, Kowloon, Redecorated, Electric Light, Tennis Court.  
FAIRVIEW, ROBINSON ROAD, Kowloon, from March 1st.  
Apply to—  
LEIGH & ORANGE,  
1, Des Voeux Road,  
Hongkong, 19th February, 1907. 94

## TO LET.

NO. 2, MACDONNELL ROAD.  
Apply to—  
COMPADORE'S DEPARTMENT,  
Nippon Yusen Kaisha,  
Hongkong, 3rd June, 1905. [97]

## TO LET.

NO. 8 GRANVILLE AVENUE, Kowloon.  
Apply to—  
HUMPHREYS ESTATE & FINANCE CO. LTD.,  
Hongkong, 21st March, 1907. 117

## TO LET.

Possession FROM 1st APRIL NEXT.  
2 Semi-attached HOUSES, Nos. 13a and 13c, MACDONNELL ROAD, Each with 7 Rooms, Bath-Rooms, Kitchen, Servants' Quarters and Grass Tennis Court.  
Apply to—  
CHUNG CHINAM,  
Yan On Marine & Fire Insurance Co. Ltd.,  
Hongkong, 1st March, 1907. 482

## TO LET.

OFFICES in King's Building and York Building.  
A HOUSE in WONG NEI CHONG ROAD, GODOWNS in PRAYA EAST.  
A HOUSE in CLINTON GARDENS, Conduit Road.  
PLATS in MORRISON TERRACE.  
Apply to—  
THE HONGKONG LAND INVESTMENT AND AGENCY CO. LTD.,  
Hongkong, 1st March, 1907. [91]

## TO LET.

NO. 3 and 5, ORMSBY TERRACE, Granville Road, Kowloon. Moderate Rentals.  
Apply to—  
SPANISH PROCURATION,  
Hongkong, 4th March, 1907. 504

## THE YOKOHAMA SPECIE BANK.

## THE PRESIDENT'S SPEECH.

The following is a translation of the speech delivered by Mr. Yamakura, Acting President of the Yokohama Specie Bank at the 54th general meeting held on March 9th at the head office at Yokohama:

Gentlemen:—As you all know, Mr. Takahashi, President of the Bank, in compliance with the special order of the Government, proceeded to Europe early in September last year and left staying in London. It is not, therefore, without a sense of regret that he was unavoidably prevented from meeting you all here today, but you will be fully sensible of the circumstances under which he is now on duty abroad. I consider it a great honor for me to occupy the chair once more as on the previous occasion.

In laying before you the report of the Bank's business for the second half of last year, I propose to submit for your consideration a few facts relating to domestic and foreign financial conditions and to the Bank's operations during the period under review.

The economic year may be said to have terminated early and successfully. In the first half of last year, as I stated at the last general meeting of September, it was generally anticipated that upon the recovery of peace immediately following the triumphal war there would be started various kinds of enterprises. Contrary to expectation, however, capitalists generally maintained a cautious attitude, as also did the general public. As a result, money was plentiful, but the period passed very quietly. On entering the second half, say from about August and September, a tendency to gradual activity manifested itself. The market value of various securities rose and this was followed by the development of a general enterprising spirit with the result that not only have the existing companies increased their capital but new enterprises were also started. It looked as though it would be impossible to place a check upon the fever of enterprise. Such was apparently the outcome of an evolution from the state of depression that continued for a long time. At a time when the spirit of enterprise is in the ascendency, there cannot but be schemes of a speculative nature, in consequence of which many thinkless enterprises are started, and the necessity of exercising careful judgment. Our Bank therefore conducted its business with the utmost precaution. Nevertheless many of these enterprises being still in a state of organization there was no demand for funds. Moreover, the Exchange Bonds and other State securities were redeemed to no small amount. Under the circumstances, large sums were placed on deposit in banks in the interior whereas the issue of loans was comparatively less, the result being that a considerable amount of money was lying idle. However, our bank differed in its system from other banking institutions of the interior; and availing ourselves of the prosperous condition of foreign trade, especially in exports, our Bank devoted almost its entire energy to archiving, which is the Bank's principal line of business. Thus our Bank witnessed a most active season in contrast to other institutions.

Turning to the foreign trade of the Empire we find that exports exceeded imports—a fact never witnessed in recent years. These favorable conditions were mainly due to the abundant raising of agricultural products and to the recovery of all activities to a normal condition from the state of torpor induced by the war. A noteworthy feature was that the trade in raw silk, which now occupies the foremost rank in our foreign commerce, was in an unprecedentedly prosperous condition from the outset, maintaining the highest quotations known in recent years. So brisk were the transactions that during the past few months there were exported the greater portion of the output which would be raised during the whole of the season. The value of the exports during the above few months showed an increase of over ¥32,000,000 as compared with the corresponding term of the preceding year. The total amount of the exports during last, but year was over ¥1,000,000,000. Such a fine showing as the above is a phenomenon rarely witnessed in recent years and is indeed a matter of congratulation for the country's sake.

The exports and imports during the period under review amounted to ¥246,000,000 and ¥195,200,000 respectively, making a total of ¥441,200,000. Compared with the corresponding period of the preceding year there was an increase of over ¥98,000,000 in exports including raw silk, habutae, cotton yarn, copper, camphor, porcelain, etc., all of which increased in quantity, while the imports showed a diminution of over ¥6,000,000 owing to the fact that demand for war materials such as iron, leather and the like slackened, as also raw cotton, although there was an increase in sugar, kerosene, oil, cloths, machinery, etc. The remarkable increase in exports was apparently due to the development of industry and productive enterprises in Japan on the one hand, and to the favourable tone of the economic world of Europe and America on the other. The exports of gold and silver were ¥13,300,000 and ¥5,700,000 respectively, showing an export of exports over imports by ¥7,600,000. This was probably due to the demand for gold bullion in China and Hongkong for the manufacture of gold leaf or decorative articles and also to a

## change in the rate of exchange between the East and the West.

Improving economic conditions abroad, we find that the commerce and industry of Europe and America have not only been restored to their original condition from the effects of the Russo-Japanese War and the Moroccan question but that they show signs of further development.

The abundant agricultural crops in America, India, and Egypt also gave an impetus to the development of commerce and industry. Naturally a demand for funds was created in all directions. In New York, the money market became tight and in consequence the United States Government adopted measures calculated to encourage the importation of gold bullion with a view to relieving the situation. Thereupon a considerable amount of gold coins and bullion was exported from London to New York. Egypt and Brazil with the result that the specie reserve in the Bank of England diminished gradually. In October, the reserve fell to a margin of £27,000,000. The Bank of England therefore raised its discount rates three times, so that the rate went up to six per cent. per annum, a rate witnessed for the first time since the South African war. The discount rate in the market which stood at three per cent., rose steadily, ranging between six and seven per cent. The stringency of the money market in England was not due to direct financial circumstances at home, but arose from international pressure. In the Orient, inundations were experienced in the Yangtze valley, bringing famine in South China. The North China districts also suffered from drought. At Hongkong, several cases of bankruptcy were reported among cotton merchants and other establishments, while a disastrous hurricane swept over that colony. Business in various centres in China remained dull, and owing to the strike in silver, exports were also inactive. In Manchuria, things assumed a normal condition and there were signs of revival of trade between Japan and that region. However, the effects of the late war have not yet vanished and the general tone of business remains inactive.

The advance in the price of silver is still maintained. In November last, it reached 35d., which is the highest recorded in recent years. There were several causes for the rise in silver, but the principal factor was that the output was comparatively less than that of gold last year. Further, owing to the plentiful agricultural crops in India last year there was a revival of business and the need of silver increased steadily in a permanent fashion. The Government of the Government announced its intention to purchase a hundred thousand ounces of silver every week. Mexico also effected monetary reforms and purchased silver from foreign countries. All these circumstances are regarded as the direct cause of the rise in the white metal. Finally, as the result of a general advance in the way of living, the demand for silver for manufacturing and industrial purposes greatly increased with the result mentioned above.

The financial conditions both at home and abroad were, broadly speaking, as explained above. Exchanges have no doubt been affected by the rise in gold and silver. Despite this fact, Japan's foreign trade was fortunately favorable and the business of the Specie Bank was most successful than had been anticipated, due to the increase of exchange for exports and imports. The net profit during the period under review was ¥2,217,339.20, to which was added ¥79,998.04, the balance brought forward from the previous account, making a total of ¥2,311,147.24. The expenditure for the establishment of various branches at home and abroad was fixed at ¥1,000,000, and the previous general meeting, for which purpose one million yen was set apart as a reserve, but there was a deficit of ¥200,000. On the other hand, the price of commodities has risen, and it was therefore judged prudent to make a suitable special reserve in order to meet any deficiency. I therefore beg you, gentlemen, to refer to the balance sheet distributed among you and to approve of same. Finally, I am glad to add a few words with regard to Manchuria. The condition of this vast region may be described as one of transition and there is nothing remarkable to record in any respect. In October last, an Imperial edict was issued regarding the nature of bank notes to be issued in China and Korea. The Specie Bank has done its utmost to attain the object of the said Edict and in February this year a branch was opened at Changchun for the furtherance of the Bank's interests there.

With the development of the Bank's business, it became necessary to increase its funds. In accordance with the resolution recently passed by the Board of Directors, the Bank utilized its shareholders calling for payment of ¥3,000,000, which is the balance of the third issue of new shares. Thus the Bank's capital amounts to ¥24,000,000, showing an increase of eight times the original capital of ¥3,000,000. The Bank has now 24 branches at home and abroad. The amount of gold and silver handled at the Bank showed an increase of about 170 times over that of 1892.

With a view to developing the business, the Bank is desirous of increasing the number of Directors from seven to ten. I therefore trust that the above proposal will receive your approval.

I have the honor to be, gentlemen, your obedient servant.

Yamakura, Acting President.

Yamakura, Acting President.

Yamakura, Acting President.

Yamakura, Acting President.

Yamakura, Acting President.

Yamakura, Acting President.

Yamakura, Acting President.

Yamakura, Acting President.

Yamakura, Acting President.

Yamakura, Acting President.

Yamakura, Acting President.

## REPORTED GREAT ANGLO-JAPANESE STEEL WORKS SCHEME.

According to the *Chuo*, Messrs. Armstrong, Whitworth and Company, of Elswick, in conjunction with Messrs. Vickers Sons and Maxim, and the Hokkaido Colliery & S.S. Company, are making arrangements to establish in Japan a great central steel works for the Far East. Mr. John Noble, son of Sir Andrew Noble, Chairman of Messrs. Armstrong, is stated to have arrived at Tokyo on the 21st on behalf of the two British Companies.Negotiations, it is said, have since been in progress between Mr. Noble and Mr. Imoyo Kakugoro, of the Colliery S.S. Company. The scheme, it appears, is to establish works in Hokkaido with a capital of \$10,000,000, debentures being issued if required. The *Chuo* adds that the proposal is regarded with much favour in both Great Britain and Japan as drawing closer the financial relations between the countries.On the same subject the *Japan Daily Mail* writes:—The return of Mr. John Noble to Japan has directed newspaper attention in Tokyo to the great enterprise which he has come to promote, namely, the establishment of a steel foundry at Muroran in Hokkaido. Japanese journals state that this project commands the cooperation of Messrs. Armstrong and Company, Messrs. Vickers and Company and the Tsubo S.S. Company. The capital is put at 10 million yen for the present and it is understood that further funds will be obtained by floating debentures. The *raison d'être* of the new concern is that the Government's steel foundry at Kure is not supposed to turn out the amount of material needed for military and naval purposes, and a foundry at Muroran supplementing the steel works at Kure and the Iron Foundry at Wakamatsu will, it is expected, render Japan altogether self-sufficient in this important respect. It is stated that the two big English firms which are willing to associate themselves with the enterprise desire to obtain some of the Government to take a certain portion of the foundry's annual production, and that Mr. Noble's coming has that purpose mainly in view. We regard this enterprise as one deserving of the fullest encouragement. Equipped and conducted under the auspices of two such firms as Armstrong and Vickers, the Muroran foundry will not only be invaluable as contributing to Japan's self-supplying capacity, but will also serve as an object lesson in British methods of conducting such works.

F. O. PLETT.

It is worthy of note, says an exchange, that, with the completion at Greenock of the twin-screw steamship *Nora*, which was to begin her maiden voyage from London to the Far East on March 18th, there comes the first break in the P. & O. Company's shipbuilding programme for a period of thirteen years. In the interim forty-five vessels have been removed from the fleet, which now numbers fifty-eight steamers of 33,294 tons gross register. The addition to the company's fleet during the period in question is twenty mail and passenger steamers, seven intermediate passenger steamers, and twelve cargo vessels aggregating more than 300,000 tons, and costing nearly £8,000,000.

THE "RAS BERA" CASE.

The judgment of the English Court of Appeal in the *Ras Bera* case decides a very important and interesting point of law. According to that judgment there is an appeal from the decision of a Naval Court. A Naval Court may be right or wrong in the decision given, but that decision cannot be reviewed. This seems very hard on the plaintiff in this case, for, assuming that the evidence given to the effect that the ship was carrying contraband was correct, it means that so long as the Captain can get the decision of a Naval Court in his favor on this point he is safe from any redress for the men. Consequently sailors are exposed to the risk of capture or loss of life without being entitled to compensation. How this can be reconciled with other recent decisions to an opposite effect it is difficult to say. The Court of Appeal seems to have been guided by purely technical considerations. The facts as found by the Lord Chief Justice in his judgment and stated by the President in his judgment on the appeal were as follows:—The plaintiff's steamship *Imperial*, shipped at Barry, under articles for a voyage for three years for Port Arthur via Barry and (or) any ports within certain limits, which included Japan, and back to a final port of discharge in the United Kingdom. The vessel loaded a cargo of coals at Barry and arrived at Port Arthur on January 18th 1901. During the voyage, and the coals were there discharged. The vessel was at Port Arthur during a portion of the bombardment. She got away from Port Arthur on February 11th and went in ballast to Moji, a port on the west coast of Japan, whence she proceeded to Hongkong. At Hongkong the *Ras Bera* was chartered by the Nippon Yusen Kaisha, on a voyage to carry cargo and passengers to all parts of the world, except British North America and Magellan, including Japan ports. The charter provided that the steamer should fly at the mainmast a red flag during her stay in any private port or home flag of the charterers. It was also provided by Clause 21 of the charter-party that the charterers should not employ the steamer in the carrying of troops and contraband of war. Under this charter she was proceeded to Moji and from Moji to Yokohama. The manifest for the two voyages before her arrival at Yokohama were put in, and it was alleged by the plaintiff that the steamer carried on these two voyages among other things, rails and other contraband material. By Russian proclamations published in the *London Gazette* of March 1st and 22nd materials for the construction of railways were declared by Russia to be contraband of war. Upon the arrival at Yokohama the plaintiff and others of the crew objected to continuing the voyage on the ground that the vessel was carrying contraband of war, and declined to work until some arrangement was made that in the event of capture they would be indemnified and their wives and families compensated and cared for.

HOW TO BE BEAUTIFUL—Keep your complexion, Mrs. Ellen's Gracie Charmant, Lait Charmant and Special Skin Tonic and Poudre Charmant will enable you to do it. Her Specialities for the Skin are the study of a lifetime. A. S. Watson &amp; Co. Ltd. Sole Agents. 721

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A TABLE OF THE  
RATES OF EXCHANGE  
AT HONGKONG  
FOR  
DEMAND DRAFTS ON BOMBAY  
On the Day Preceding the Departure of the English Mails from the Year of the Closing of the Indian Mint to the Free Coinage of Silver  
FROM 1893 TO 1905;  
Also  
RATES FOR SOVEREIGNS, GOLD LEAF, BAR SILVER (from 1900), and other useful information.  
PRICE: 3d. CASH.  
On Sale at the "Daily Press" Office, or Local Bookellers.ON SALE.  
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## Abbey's Effervescent Salt

Your Stomach is the key to your health.  
If you keep your Stomach healthy, you are sure to be well.  
If you use Abbey's Salt it will keep your Stomach in such perfect condition that you simply can't help being well.

When your trouble comes from the Stomach, Abbey's Salt is the right thing to take—don't forget that.

Sold in two sizes by all Chemists and Stores, and by Watson, Ltd., and A. S. Watson, Ltd., Hong Kong.  
The Abbey Fruit Salt Co., Ltd., 141, Queen Victoria Street, London, E.C.

## Hall's Coca Wine

Would you like to say goodbye to that insupportable lassitude that unites you for labour and robs you of all the enjoyment of life?  
Or to the disease that has gripped you and which your vitality is too weak to overcome? Take Hall's Coca Wine.

It will give you health and vitality. It will make you a new being. It will bring to your body the energy of life, and to your brain abundant vitality.

This famous English restorative has a real keynote of its own. It is the only tonic for your system. Sold in large and small bottles by all chemists and stores.

Hall's Coca Wine.  
It will give you health and vitality. It will make you a new being. It will bring to your body the energy of life, and to your brain abundant vitality.Hall's Coca Wine.  
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It will give you health and vitality. It will make you a new being. It will bring to your body the energy of life,



## SHIPPING.

## ARRIVALS.

AVATON, Norwegian str., 26, Jensen, St. John's  
21st March—Singapore 13th March.  
Johannes.

BANDI MALU, Japanese str., 210, J. Mario,  
20th March—Kobe and Moji 19th March.  
General—Arnholt, Kertberg & Co.

CHIDAN, Norwegian str., 1,102, A. Augensen,  
21st March—Bangkok via Fawtow 11th  
and 20th March, General—Asgaard,  
Thorsen & Co.

FRI, Norwegian str., 86, C. Wagle, 29th Mar.  
Saigon 15th March, Rice—Asgaard,  
Thorsen & Co.

KALON, British str., 1,143, R. Lewis, 20th  
March—Amoy 19th March, Ballast—  
Butterfield & Swire.

LETHIAN, British str., 3,911, J. C. Williamson,  
21st March—Kobe 15th March, Coal—  
Doddwell & Co.

LOWTHER CASTLE, British str., 2,961, Wm.  
Lightoller, R.M.S., 21st March—Japan.  
Shanghai and Fawtow 19th March, General—  
Doddwell & Co.

LOYAL, German str., 1,237, Fr. Natdiss, 21st  
March—Java and Samarang 12th March,  
Sugar—Sander, Weller & Co.

MACPHER, British str., 1,881, J. B. Mair, 21st  
March—Bangkok 8th March, Rice—  
Doddwell & Co.

MACEDONIA, British str., 2,245, C. D. Bennett,  
R.N.R., 21st March—Shanghai 18th March,  
Mails and General—P. & O. S. N. Co.

NORPMAN, British str., 168, A. S. Gibb,  
19th March—Manila 15th March.

PHONTO, Norwegian str., 828, Thomas Lieberg,  
20th March—Hail 19th March, Rice—  
Asgaard, Thorsen & Co.

ROMAN, British str., 2,500, F. Powell, 21st  
March—Singapore 14th March, Petroleum.  
TOTOBI MALU, Japanese str., 2,464, A. Keith,  
21st March—Bangkok via Fawtow 1st Feb.  
General—Nippon Yusen Kaisha.

## CLEARANCES.

AT THE HARBOR MASTER'S OFFICE.  
March 21st.

Derwent, British str., for Saigon.  
Germania, German str., for Saigon.  
Kumano Maru, Japanese str., for Australia.  
Madoy, British str., for Kobe.  
Romany, British str., for Shanghai.  
Soshi Maru, Japanese str., for Swatow.

## DEPARTURES.

March 21st.

CHEONGSHING, British str., for Canton.  
CHOWAI, German str., for Fawtow.  
Eutin, German str., for Fawtow.  
Fai, Norwegian str., for Canton.  
HAITAN, British str., for Swatow.  
KWANGTAN, Chinese str., for Shanghai.  
KWONGSANG, British str., for Shanghai.  
SHAOHSING, British str., for Shanghai.  
TULIWONG, Dutch str., for Yokohama.  
TOTOBI MALU, Japanese str., for Shanghai.

## SHIPPING REPORTS.

The British str. *Lowther Castle* reports: Mod.  
wind and slight sea, fine, sky overcast.  
The British str. *Romany* reports: Strong to  
moderate Easterly winds.

## VESSELS IN DOCK.

March 21st.

ABERNETHY DOCKS.—Norwegian.  
KOWLOON DOCKS.—Swedish, Z. Y. de  
Aldecoa, *Ruengchow*, *Emmerau*, *Saphir*,  
Prinz Sigismund, *Wanderer*, *Tydingen*,  
U.S.S. *Callao*, S.M.S. *Tsingtau*,  
H.M.S. *Otter*, *Tartar*.

COSMOPOLITAN DOCKS.—Feng Fei, *Glenfarg*.

## VESSELS ON THE BERTH

REGULAR STEAMSHIP SERVICE.  
(WITH LIBERTY TO CALL AT MALABAR  
COAST).  
PROPOSED SAILINGS FROM HONGKONG.  
FOR NEW YORK.  
1907. About  
"LOWTHER CASTLE" ... 21st Mar.  
For Freight and Passage, apply to  
DODWELL & CO., LTD.,  
Agents.  
Hongkong, 16th March, 1907. 787

FOR SINGAPORE, PENANG AND  
CALCUTTA.

## THE Steamship

"ABBATOON APCAR,"  
Captain A. Stewart, will be despatched for the  
above Ports TO-DAY, the 22nd inst., at  
3 P.M.  
For Freight or Passage, apply to  
DAVID SASSOON & Co., LTD.  
Agents.  
Hongkong, 19th March, 1907. 405

COMPAGNIE DES MESSAGERIES  
MARITIMES.

FOR SHANGHAI, KOBE AND  
YOKOHAMA.

## THE Company's Steamship

"POLYNESIE,"  
Captain Brox, will be despatched for the  
above Ports on or about SUNDAY, the 24th March.  
For Freight or Passage, apply to  
G. DE CHAMPEAUX,  
Agent.  
Hongkong, 19th March, 1907. 2

## TOYO KISEN KAISHA.

## SOUTH AMERICAN LINE.

Regular Steamship Service between Hongkong,  
Callao and Iquique via Japan Ports.  
will be sent to Valparaiso if sufficient inducement.  
Steamers Tons To Sail.  
"GLENFARG" ... 4,000 March 26th, Noon.  
"KASATO MARU" ... 6,100 April 25th, Noon.  
Taking Freight and Passengers to other  
Eastern and Western Coast Ports of South  
America in connection with Steamers of the  
Pacific S. N. Co.  
The above Steamers have splendid Accom-  
modation and are fitted throughout with  
Electric Light. A duly qualified Surgeon is  
carried on each boat.  
K. MATSUDA, Manager,  
York Building.  
Hongkong, 8th February, 1907. 10

## ORIENTAL PACIFIC LINE.

MONTHLY SERVICE FROM  
HONGKONG TO SAN FRANCISCO  
via Kobe & Yokohama.

The Steamship  
"APPALACHEE" about 24th April.  
For Freight and Further Particulars,  
Apply to—  
SHEWAN, TOMES & Co.,  
Agents.  
Hongkong, 20th March, 1907. 256

## VESSELS ADVERTISED AS LOADING

To ascertain the anchorage of any Vessel, the Harbour has been divided into Four Sections commencing from Green Island. Vessels anchoring nearest Kowloon are marked  
"k." nearest Hongkong "h." midway between Hongkong and Kowloon "m." and those vessels berthed at the Kowloon Wharf "k.w." together with the number denoting the section.

## SECTIONS.

1 From Green Island to the Harbour Master's. 2 From Harbour Master's to Blake Pier. 3 From Blake Pier to Naval Yard. 4 From Naval Yard to East Point

DESTINATION	VESSEL'S NAMES	FLAG & REG.	BERTH	CAPTAIN	FOR FREIGHT APPLY TO	TO BE DESPATCHED
LONDON &c., via USUAL PORTS OF CALL	MACEDONIA	Brit. str.	—	C. D. Bennett	P. & O. S. N. Co.	To-morrow, at Noon
LONDON & ANTWERP	ERNEST SIMONS	Brit. str.	—	Girard	MESSAGERIES MARITIMES	On 10th April
MARSEILLES &c., via PORTS OF CALL	MANILA	Brit. str.	—	F. E. Andrews	P. & O. S. N. Co.	On 2nd April at 1 P.M.
MARSEILLES, LONDON & ANTWERP	SIBIRIEN	Dan. str.	—	—	MELCHERS & Co.	About 27th inst.
MARSEILLES, HAVRE, COPENHAGEN, &c.	PRINZ LUDWIG	Ger. str.	—	W. F. Enzer	MELCHERS & Co.	About 15th April
BRISBANE, via PORTS OF CALL	BRASILIA	Ger. str.	k.w.	Russ	HAMBURG-AMERIKA LINIE	On 24th inst.
HAVRE & HAMBURG via STRAITS, &c.	BRIGAVIA	Ger. str.	k.w.	Schulche	HAMBURG-AMERIKA LINIE	On 19th April
HAVRE & HAMBURG via STRAITS, &c.	SENIGAMBIA	Ger. str.	k.w.	Collected	HAMBURG-AMERIKA LINIE	On 17th May
TRIESTE &c., via SINGAPORE, &c.	VORWAERTS	Ger. str.	k.w.	Filler	SANDER, WIELER & Co.	About 31st inst.
NAPLES, LISBON, PLYMOUTH, HAVRE & HAMBURG	HABSBURG	Ger. str.	k.w.	Hoff	HAMBURG-AMERIKA LINIE	On 5th April
NAPLES, PLYMOUTH, HAVRE & HAMBURG	RHENANIA	Ger. str.	k.w.	—	HAMBURG-AMERIKA LINIE	On 3rd May
NEW YORK	LOWTHER CASTLE	Brit. str.	—	—	DODWELL & Co., LTD.	Quick despatch.
NEW YORK via PORTS & SUEZ CANAL	ALBENGA	Am. str.	—	—	SHEWAN, TOMES & Co.	About 12th April
SAN FRANCISCO	APPALACHEE	Brit. str.	1 m.	—	SHEWAN, TOMES & Co.	About 20th April
VANCOUVER via SHANGHAI JAPAN, &c.	TARBAR	Brit. str.	2 m.	—	CANADIAN PACIFIC R. Co.	On 27th inst., at Noon
VANCOUVER via SHANGHAI JAPAN, &c.	EMPEROR OF CHINA	Am. str.	—	H. C. Armstrong	CANADIAN PACIFIC R. Co.	On 11th April
VICTORIA (R.C.) & TACOMA via JAPAN	LYRA	Brit. str.	—	Hollman	DODWELL & Co., LTD.	On 13th April
YALLOO, IQUIQUE via JAPAN PORTS, &c.	GLENFARG	Brit. str.	—	—	TOYO KISEN KAISHA	On 28th inst., at Noon
SALINA CRUZ, MEXICO, via MOJI, JAPAN	MARIE	Brit. str.	—	—	CHINA COMMERCIAL S.S. Co.	On 25th inst.
SALINA CRUZ, MEXICO, via MOJI, JAPAN	WOOLWICH	Brit. str.	—	A. Stoker	ENG HOK FONG & Co.	On 28th inst.
AUSTRALIAN PORTS via MANILA	PRINZ SIGISMUND	Ger. str.	1 m.	D. Fenz	MELCHERS & Co.	On 28th inst., at Noon
AUSTRALIAN PORTS via MANILA	CHANGSHA	Brit. str.	—	T. Moore	BUTTERFIELD & SWIRE	On 10th April, at 4 P.M.
AUSTRALIAN PORTS via TIMOR	EMPIRE	Brit. str.	—	Hansen	BUTTERFIELD & SWIRE	On 27th April, at Noon
YOKOHAMA & KOBE	MANILA	Ger. str.	—	—	MELCHERS & Co.	On 8th April
YOKOHAMA & KOBE	TULIWONG	Dan. str.	—	Jurriense	JAVA-CHINA JAPAN LINE	Quick despatch.
CHONGKONG, YOKOHAMA & KOBE	DOROTHY	Brit. str.	1 m.	Dowson	BUTTERFIELD & SWIRE	About 2nd May
CHEFOO & NEWCHANG	KWEIYANG	Brit. str.	—	S. J. Payne	JARDINE, MATHESON & Co.	On 6th April, at 4 P.M.
TIENSIN	KWEIYANG	Brit. str.	—	G. Hooker	BUTTERFIELD & SWIRE	On 25th inst., at 4 P.M.
WEIHAIWEI & TIENSIN	KWEIYANG	Brit. str.	—	G. Hooker	BUTTERFIELD & SWIRE	On 28th inst., at 4 P.M.
CHINKIANG	KWANGSANG	Brit. str.	1 m.	A. Stott	BUTTERFIELD & SWIRE	On 1st April, at 4 P.M.
SHANGHAI via SWATOW & FUCHOW	SOSHI MARU	Jap. str.	—	Ch. Daniel	OSAKA SHOSHUN KAISHA	To-day, at 8 A.M.
SHANGHAI via SWATOW	DELTA	Brit. str.	—	Spencer Wild	JARDINE, MATHESON & Co.	About 23rd inst.
SHANGHAI, KOBE & YOKOHAMA	HANGKANG	Brit. str.	1 m.	Schulche	BUTTERFIELD & SWIRE	To-morrow, at 4 P.M.
SHANGHAI, KOBE & YOKOHAMA	KALAN	Ger. str.	k.w.	Broc	HAMBURG-AMERIKA LINIE	On 24th inst.
SHANGHAI, KOBE & YOKOHAMA	POLYNESIE	Brit. str.	—	—	MELCHERS & Co.	On 24th inst.
SHANGHAI, KOBE & YOKOHAMA	P. R. LEIPOLD	Ger. str.	—	—	MELCHERS & Co.	About 27th inst.
SHANGHAI, KOBE & YOKOHAMA	YINGCHOW	Brit. str.	1 m.	Frazier	BUTTERFIELD & SWIRE	On 29th inst., at 4 P.M.
SHANGHAI, KOBE & YOKOHAMA	RHENANIA	Ger. str.	k.w.	—	HAMBURG-AMERIKA LINIE	On 3rd April
SHANGHAI	KUANGSHING	Brit. str.	1 m.	Wavell	BUTTERFIELD & SWIRE	On 3rd April, at 4 P.M.
SHANGHAI	SHAOHSING	Brit. str.	—	H. S. Smith	BUTTERFIELD & SWIRE	On 8th April, at 4 P.M.
TAMUUI via SWATOW & AMOY	JOHN MARIE	Brit. str.	—	A. J. Robson	OSAKA SHOSHUN KAISHA	On 24th inst., at 9 A.M.
SWATOW, AMOY & FUCHOW	HAIMUN	Brit. str.	—	J. H. Brown	DOUGLAS LAFRAIR & Co.	To-morrow, at 3 P.M.
SWATOW, AMOY & FUCHOW	YOHCHO	Brit. str.	1 m.	F. Mooney	BUTTERFIELD & SWIRE	On 23rd inst., at 2 P.M.
AMOY & MANILA	RUBI	Brit. str.	—	R. Almond	SHEWAN, TOMES & Co.	To-day, at 5 P.M.
MANILA	YUENSANG	Brit. str.	—	A. W. Outerbridge	JARDINE, MATHESON & Co.	To-morrow, at 4 P.M.
MANILA	TAMING	Brit. str.	1 m.	R. Rodger	BUTTERFIELD & SWIRE	On 28th inst., at 4 P.M.
MANILA	ZAFIRO	Brit. str.	—	E. Finlayson	BUTTERFIELD & SWIRE	On 30th inst., at Noon
CEBU & LOILO	KALPONG	Brit. str.	1 m.	P. H. Rolfe	BUTTERFIELD & SWIRE	To-day, at 4 P.M.
SINGAPORE, PENANG & CALCUTTA	NAMSANG	Brit. str.	—	A. Stewart	JARDINE, MATHESON & Co.	On 26th inst., at 3 P.M.
SINGAPORE, PENANG & CALCUTTA	ARRATOON APCAR	Brit. str.	—	—	DAVID SASSOON & Co., LTD.	To-day, at 3 P.M.

## INDO-CHINA STEAM NAVIGATION CO., LIMITED.

## PROJECTED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION).

FOR

\* MANILA ... "YUENSANG" ... Saturday, 23rd Mar., 4 P.M.  
\* SHANGHAI via SWATOW ... "HANGKANG" ... Sunday, 24th Mar., daylight.  
\* TIENSIN ... "CHEONGSHING" ... Monday, 25th Mar., 4 P.M.  
\* SINGAPORE, PENANG & CALCUTTA "NAMSANG" ... Tuesday, 26th Mar., 3 P.M.

These Steamers have superior accommodation for First-Class Passengers and are fitted throughout with Electric Light.  
† Taking Cargo on Through Bills of Lading to Chefoo, Tientsin, Newchwang and Yangtze Ports.  
For Freight or Passage, apply to  
JARDINE, MATHESON & CO.,  
GENERAL MANAGERS. 18  
Hongkong, 22nd March, 1907.

## HONGKONG-MANILA.

Highest Class, newest, fastest and most luxurious Steamers between  
Hongkong and Manila. Saloon amidships. Electric Light. Perfect  
Cuisine. SURGEON and STEWARDESS carried. All the most up-to-  
date arrangements for comfort of Passengers.

## CHINA AND MANILA

## STEAMSHIP COMPANY, LIMITED.

STEAMSHIP	TONS	CAPTAIN	FOR	SAILING DATE
RUBI	2540	R. Almond	Amoy & Manila	On 22nd Mar., 5 P.M.
ZAFIRO	2540	R. Rodger	Manila	On 30th Mar., Noon.

For Freight or Passage apply to  
SHEWAN, TOMES & CO.,  
GENERAL MANAGERS. 15  
Hongkong, 4th March, 1907.

## HONGKONG-NEW YORK.

## AMERICAN ASIATIC STEAMSHIP COMPANY.

FOR NEW YORK via PORTS AND SUEZ  
CANAL.

(WITH LIBERTY TO CALL AT THE MALABAR COAST).  
S.S. "ALBENGA" ... On or about 12th April.  
S.S. "ATHOLL" ... About end of April.

For freight and further information apply to  
SHEWAN TOMES & CO.,  
GENERAL AGENTS. 16  
Hongkong, 4th March, 1907.

## EAST ASIATIC CO., LTD.

COPENHAGEN, SINGAPORE, BANGKOK & SHANGHAI.

## RUSSIAN EAST ASIATIC CO., LTD.

ST. PETERSBURG & VLADIVOSTOK.

## PROJECTED SAILINGS FROM HONGKONG.

## SUBJECT TO ALTERATION.

DESTINATION	STEAMERS	DATE OF SAILING
MARSEILLES, HAVRE, COPEN- HAGEN and St. PETERSBURG	"SIBIRIEN"	About 15th April
CHINGWANGTAO, YOKOHAMA and KOBE	"DOROTHY"	About 2nd May

For Further Particulars, apply to  
MELOHERS & CO.,  
AGENTS. 9  
Hongkong, 16th March, 1907.

## NORTHERN PACIFIC LINE.

BOSTON S. S. CO. BOSTON TOWBOAT CO.

CONNECTING AT TACOMA WITH

NORTHERN PACIFIC RAILWAY COMPANY.

PROPOSED SAILINGS FROM HONGKONG FOR

VICTORIA, B.C., AND TACOMA

via

MOJI, KOBE AND YOKOHAMA.

Steamers	Tons	Captain	Sailing Date
LYRA	4,417	H. C. Armstrong	On 13th April
SHAWMUT	9,606	E. V. Roberts	On 1st May

† Cargo only.

CHEAP FARES, EXCELLENT ACCOMMODATION, ATTENDANCE AND  
CUISINE. ELECTRIC LIGHT, DOCTOR AND STEWARDESS.

The twin-screw ss. "SHAWMUT" and "TREMONT" are fitted with very Superior  
Accommodation for First and Second Class Passengers. The large size of these vessels ensures  
steadiness at sea. Electric fan in each room. Barber's shop and steam laundry. Cargo carried  
in cold storage.

PARCEL EXPRESS TO THE UNITED STATES & CANADA.

For further information apply to—  
DODWELL & CO., LIMITED,  
GENERAL AGENTS.  
QUEEN'S BUILDINGS.  
Hongkong, 4th March, 1907. 7

## HAMBURG-AMERIKA LINIE

## PASSENGER SERVICE.

By the new steamers, "RHENANIA," "HABSBURG" and "HOHENSTAUFEN." These  
steamers offer to the public the highest comfort yet attained in ocean travelling. They  
have very large cabins, provided WITH ONLY LOWER BERTHS. The cabins are  
amidships and fitted with fine. Laundry on Board. Doctor and Stewardesses carried.  
These steamers call at PLYMOUTH homeward, at SOUTHAMPTON outward and at  
NAPLES in both directions.

In addition to these boats, the steamers "SCANDIA" and "SILESTIA" carry first-class passengers.  
Return tickets issued at reduced rates available for two years. Through tickets to be  
had to New York via Naples and Hamburg.

## OUTWARD.

FOR SHANGHAI, KOBE, YOKOHAMA

RHENANIA	5th April
HOHENSTAUFEN	2nd May
SILESTIA	2nd June
SCANDIA	2nd July

## HOMEWARD.

FOR THE STRAITS COLOMBO, ADEN,  
SUEZ, PORT SAID, NAPLES,  
PLYMOUTH HAVRE & HAMBURG

* HABSBURG	5th April
RHENANIA	3rd May
HOHENSTAUFEN	24th May
SILESTIA	12th July
SCANDIA	5th August

## FREIGHT SERVICE.

NEXT SAILINGS OUTWARD:

BRIGAVIA	24th March
RHENANIA	3rd April
SENIGAMBIA	15th April
HOHENSTAUFEN	2nd May

Taking Cargo at through rates to ANTWERP, AMSTERDAM, ROTTERDAM, COPENHAGEN,  
LONDON, Oporto, LISBON, LIVERPOOL, GLASGOW, TRIESTE, GENOA, PORTS in the  
LEVANT, BLACK SEA and Baltic Ports, North and South AMERICAN PORTS.  
Also via Aden or Port Said by the "ARABIC PERSIAN SERVICE" to Arabian and  
Persian Gulf Ports.

BRASILIA	HAVRE, BREMEN & HAMBURG
HABSBURG	NAPLES, LISBON, PLYMOUTH, HAVRE & HAMBURG
BRIGAVIA	HAVRE & HAMBURG
RHENANIA	NAPLES, PLYMOUTH, HAVRE & HAMBURG
SENIGAMBIA	HAVRE & HAMBURG

## VESSELS ON THE BERTH

THE PENINSULAR AND ORIENTAL  
STEAM NAVIGATION COMPANY.

STEAM FOR STRAITS, CEYLON, AUS-  
TRALIA, INDIA, ADEN, EGYPT,  
MEDITERRANEAN PORTS,  
PLYMOUTH AND LONDON.  
Through Bills of Lading issued for  
BATAVIA, PERSIAN GULF, CONTINENTAL  
AMERICAN AND SOUTH AFRICAN PORTS.

## THE Steamship

"MACEDONIA,"  
Captain C. D. Bennett, carrying His Majesty's  
Mails, will be despatched from this Office for London  
via Bombay on SATURDAY, the 23rd March,  
at NOON, taking passengers and cargo for the  
above ports. This vessel is due at Marseilles  
on the 20th and at London on the 27th April.  
Parcels will be received at this Office until  
4 P.M. the day before sailing. The contents  
and value of all packages are required.  
For further particulars, apply to  
E. A. HEWETT,  
Superintendent.  
Hongkong, 25th February, 1907. 1

CHINA COMMERCIAL S.S. COMPANY!

## THE Steamship

"MARIE,"  
will be despatched for SALINA CRUZ,  
MEXICO, via MOJI, JAPAN, on MON-  
DAY, the 25th March, 1907.  
For Freight or Passage, apply to  
CHINA COMMERCIAL S.S. Co.  
Hual Mauston.  
Hongkong, 6th March, 1907. 326

ENG HOK FONG S.S. CO.

## THE Steamship

"WOOLWICH,"  
Captain A. Stoker, will be despatched for  
SALINA CRUZ, MEXICO, via MOJI,  
JAPAN, on the 28th March, 1907.  
For Freight or Passage, apply to  
ENG HOK FONG & CO.,  
27, Des Voeux Road Central.  
Hongkong, 1st March, 1907. 483

AUSTRIAN LLOYD'S STEAM NAVI-  
GATION COMPANY.

STEAM FOR  
FIUME AND TRIESTE (DIRECT).  
Calling at SINGAPORE, PENANG,  
COLOMBO, BOMBAY, KARACHI,  
ADEN, SUEZ and PORT SAID.  
(Taking Cargo at through rates to the BRITISH  
and SOUTH AFRICAN PORTS, and  
ADRIATIC PORTS).

## THE Company's Steamship

"VORWAERTS,"  
Captain A. Colledani, will be despatched as above  
on or about SUNDAY, the 31st inst.  
This Steamer has capital accommodation for  
passengers, electric light and carries a doctor.  
For information as to Passage and Freight,  
apply to  
SANDER, WIELER & Co.,  
Agents,  
Princes Buildings.  
Hongkong, 8th March, 1907. 3

COMPAGNIE DES MESSAGERIES  
MARITIMES.

## FRENCH MAIL STEAMERS.

STEAM FOR SAIGON,  
SINGAPORE, BATAVIA,  
COLOMBO, CALCUTTA,  
BOMBAY, ADEN,  
DJIBOUTI, EGYPT,  
MARSEILLES, LONDON,  
HAVRE, BORDEAUX,



# PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

FOR	STEAMERS	TO SAIL	REMARKS.
SHANGHAI	DELTA Capt. Ch. Daniel	About 22nd March	Freight and Passage.
LONDON, &c., via USUAL PORTS	MACEDONIA Capt. C. D. Bennett	Noon, 23rd March	See Special of CALL.
MARSEILLES, LONDON and ANTWERP	MANILA Capt. F. E. Andrews	About 27th March	Freight and Passage.

For further Particulars, apply to

E. A. HEWETT,  
Superintendent.

Hongkong, 19th March, 1907.

## CHINA NAVIGATION CO. LIMITED.

FOR	STEAMERS	TO SAIL
SHANGHAI	"KALGAN"	On 22nd Mar., 4 p.m.
CERU and ILOILO	"KAIFONG"	On 22nd Mar., 4 p.m.
SWATOW, NINGPO & SHANGHAI	"YOHOW"	On 23rd Mar., 4 p.m.
MANILA	"TAMING"	On 23rd Mar., 4 p.m.
WUHAIR and TIENTSIN	"KUEICHOW"	On 23rd Mar., 4 p.m.
SHANGHAI	"YINGCHOW"	On 24th Mar., 4 p.m.
CHINKIANG	"KWANGSE"	On 1st April, 4 p.m.
SHANGHAI	"KUIKIANG"	On 3rd April, 4 p.m.
CHEFOU and NEWCHANG	"KWEIYANG"	On 5th April, 4 p.m.
SHANGHAI	"SHAOHSING"	On 8th April, 4 p.m.
MANILA, ZAMBOANGA, PORT DARWIN, THURSDAY ISLAND, COOK TOWN, CAIRNS, TOWNSVILLE, BRISBANE, SYDNEY and MELBOURNE	"CHANGSHA"	On 10th April, 4 p.m.

\* The attention of Passengers is directed to the superior accommodation offered by these steamers, which are fitted throughout with Electric Light. Unrivalled Table. A daily qualified Surgeon is carried.

† Taking Cargo on through bills of lading to all Yangtze and Northern China Ports.

‡ Taking Cargo and Passengers at through rates or all New Zealand Ports and other Australian Ports.

REDUCED SALOON FARES, SINGLE AND RETURN, TO MANILA AND AUSTRALIAN PORTS.

For Freight or Passage, apply to—  
BUTTERFIELD & SWIRE,  
AGENTS.

Hongkong, 22nd March, 1907.

## OSAKA SHOSEN KAISHA.

REGULAR STEAMSHIP SERVICE BETWEEN  
HONGKONG, SOUTH CHINA COAST PORTS  
AND FORMOSA.PROPOSED SAILINGS FROM HONGKONG—  
SUBJECT TO ALTERATION.

FOR	THE CO'S S.S.	LEAVING
† SHANGHAI VIA SWATOW, AMOY AND FOCHOW	"SOSHU MARU" Capt. T. SURUGA	FRIDAY, 22nd Mar., at 8 A.M.
* TAMSUI VIA SWATOW AND AMOY	"JOSHIN MARU" Capt. H. S. SMITH	SUNDAY, 24th Mar., at 9 A.M.

\* These Steamers have excellent accommodation, for First and Second Class Passengers, and are fitted throughout with electric light. First-class Saloon Amidships. Unrivalled Table.

† Taking Cargo on through Bills of Lading to all Yangtze and Northern China Ports.

For Freight, Passage, and further information, apply at the Company's local Branch Office, at Second Floor, No. 1, Queen's Buildings.

Hongkong, 19th March, 1907.

T. ARIMA, Manager.

## CANADIAN PACIFIC RAILWAY COMPANY'S ROYAL MAIL STEAMSHIP LINE.

LUXURY—SPEED—PUNCTUALITY.

THE ONLY LINE THAT MAINTAINS A REGULAR SCHEDULE SERVICE OF UNDER  
11 days Across the Pacific to the "EMPIRESS LINE." Saving 5 to 10 days Ocean Travel.  
11 DAYS YOKOHAMA to VANCOUVER.  
15 DAYS HONGKONG to VANCOUVER.

PROPOSED SAILINGS.	(Subject to Alteration).	LEAVE HONGKONG	ARRIVE VANCOUVER
"EMPIRESS"	4,425	WEDNESDAY, 27th Mar.	20th April
"TARTAR"	5,000	THURSDAY, 11th April	29th April
"ATHENIAN"	3,882	WEDNESDAY, 1st May	25th May
"EMPIRESS OF INDIA"	6,000	THURSDAY, 9th May	27th May
"MONTEAGLE"	6,163	WEDNESDAY, 22nd May	15th June
"EMPIRESS OF JAPAN"	6,000	THURSDAY, 6th June	24th June

"EMPIRESS" Steamers will depart from HONGKONG at 4 P.M.  
Intermediate Steamers at 12 Noon.

THE Quickest route to CANADA, UNITED STATES and EUROPE, calling at  
SHANGHAI, NAGASAKI (through the INLAND SEA OF JAPAN), KOBE,  
YOKOHAMA and VICTORIA, B.C. Connecting at VANCOUVER with a Special Mail  
Express, and at St. JOHN, N.B. with the Co.'s NEW PALATIAL "EMPIRESS" Steamships,  
14.500 tons register. The through transit to LIVERPOOL being 32 days from YOKOHAMA  
and 34 days from HONGKONG.

Hongkong to London, 1st Class, via St. Lawrence £80; via New York £82.  
Intermediate on Steamers, " £40, " £42.

R.M.S. "MONTEAGLE," "TARTAR" and "ATHENIAN" carry Intermediate  
passengers only, at Intermediate rates, affording superior accommodation for that class.  
Passengers Booked through to all points and ACROSS THE WORLD.

SPECIAL RATES (First class only) granted to Missionaries, Members of the Navy,  
Military, Diplomatic, and Civil Services, and to European Officials in the Service of China  
and Japan Governments.

For further information, Maps, Routes, Handbooks, Rates of Freight and Passage, apply to  
D. W. CRADDOCK, General Traffic Agent for China,  
Corner Pedder Street and Praya opposite Blake Pier.

## JAVA-CHINA-JAPAN LIJN

REGULAR THREE-WEEKLY SERVICE BETWEEN  
JAVA, CHINA AND JAPAN.

STEAMER	FROM	EXPECTED ON OR ABOUT	WILL LEAVE FOR	ON OR ABOUT
TJILIWONG	JAVA	Second half of March	JAPAN	Second half of March
TJIMAH	JAPAN	First half of April	JAVA PORTS	First half of April
TJIBODAS	JAVA	First half of April	JAPAN	Second half of April
TJIPANAS	JAPAN	First half of April	JAVA PORTS	Second half of April
TJILATJAP	JAPAN	First half of February	JAVA PORTS	First half of May

The Steamers are all fitted throughout with Electric Light and have accommodation for a  
limited number of Saloon Passengers, and will take Cargo to all Netherlands-Indian ports on  
through Bills of Lading.

For Particulars of Freight and Passage, apply to the

JAVA-CHINA-JAPAN LIJN.  
Telephone No. 375.Yok Buildings, 1st Floor.  
Hongkong, 12th March, 1907.

## IMPERIAL GERMAN MAIL LINES.

NORDDEUTSCHER LLOYD, BREMEN.  
EUROPEAN LINE.STEAM FOR SINGAPORE, PENANG, COLOMBO,  
ADEN, SUEZ, PORT SAID, NAPLES, GENOA,  
ANTWERP, BREMEN/HAMBURG.STEAMERS WILL ALSO CALL AT GIBRALTAR & SOUTHAMPTON  
TO LAND PASSENGERS AND LUGGAGE.TAKING CARGO ON THROUGH BILLS OF LADING FOR ALL EUROPEAN,  
NORTH AND SOUTH AMERICAN PORTS.

PROPOSED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.

STEAMERS	SAILING DATES
PRINZ LUDWIG	WEDNESDAY
SACHSEN	WEDNESDAY
ZIETEN	WEDNESDAY
PRINZ REGENT LUITPOLD	WEDNESDAY
PRINZ EITEL FRIEDRICH	WEDNESDAY
BAYERN	WEDNESDAY
SCHLESWIG	WEDNESDAY
SCHNORR	WEDNESDAY
ROON	WEDNESDAY

\* 1 Class accommodation being engaged by H.M. The King of Siam, 11 Class Passengers  
only, will be accepted.

On WEDNESDAY, the 27th day of MARCH, 1907, at Noon, the Steamship  
"SACHSEN" Captain Woltemas, with MAILS, PASSEN- GERS, SPECIE and CARGO  
will leave this Port calling at SINGAPORE, COLOMBO, ADEN, SUEZ, PORT SAID, GENOA, or  
MARSEILLES, GIBRALTAR, SOUTHAMPTON and BREMEN.

ON WEDNESDAY, the 27th day of MARCH, 1907, at Noon, the Steamship  
"PRINZ LUDWIG," Captain von Benz, with MAILS, PASSEN- GERS, SPECIE  
and CARGO, will leave this Port as above, calling at NAPLES and GENOA.  
Shipping Orders will be granted till Noon, on MONDAY, the 25th Mar. Cargo and  
Specie will be received on Board until 5 P.M. on TUESDAY, the 26th Mar., and Parcels  
will be received at the Agency's Office until Noon, on TUESDAY, the 26th Mar.  
Contents of Packages are required. No Parcel Receipt will be signed for less than £2.50,  
and Parcels should not exceed Two Cubic Feet in Measurement.

The Steamship has splendid accommodation, and carries a Doctor and Stewardsess.

RATES OF PASSAGE MONEY FROM HONGKONG:	1st Class	2nd Class	3rd Class
TO NAPLES, GENOA AND GIBRALTAR	491 0 0	222 0 0	222 0 0
return	91 0 0	63 0 0	33 0 0
TO SOUTHAMPTON, LONDON, BREMEN AND HAMBURG	85 0 0	44 0 0	21 0 0
return	97 0 0	66 0 0	36 0 0

\* To NEW YORK via SUEZ  
via NAPLES, GENOA or GIBRALTAR return  
115 0 0 79 0 0 47 0 0  
via BREMEN or SOUTHAMPTON return  
123 0 0 83 0 0 49 0 0

\* In the event of the passenger leaving the Mail Steamer at Naples, Genoa or Gibraltair and  
travelling to Bremen or Southampton overland the same rates to be applied as via NAPLES,  
GENOA or GIBRALTAR, but in this case the cost of the railway trip, etc., to be at passenger's  
expense.

TOUR VIA INDIA:  
Passengers have the option of using a Steamer of the British India S. N. Co., from  
SINGAPORE to CALCUTTA instead of an Imperial Mail steamer from Singapore to Colombo.  
The cost of the journey from Calcutta to Colombo by rail or steamer is, however, not included.

INTERUPTION OF THE VOYAGES IN EGYPT:  
Passengers to European and New-York are entitled to travel by the N. D. L. Mediterranean  
Steamers from ALEXANDRIA, to Naples or Marseilles instead of using an Imperial Mail Steamer  
from Port SAID.

## JAPAN-CHINA-AUSTRALIAN LINE.

VIA NEW GUINEA.

FOR MANILA, FRIEDRICH-WILHELMSHAFEN, HERBERTSHOEHE  
SIMPSONHAFEN, MATUPI, BRISBANE, SYDNEY  
AND MELBOURNE.

PROPOSED SAILINGS FROM HONGKONG—(SUBJECT TO ALTERATION).

STEAMERS	SAILING DATES
PRINZ SIGISMUND	THURSDAY, 28th Mar.
MANILA	THURSDAY, 28th Mar.
PRINZ WALDEMAR	THURSDAY, 28th Mar.

ON THURSDAY, the 28th March, at Noon, the Steamship "PRINZ SIGISMUND,"  
Captain Lenz, with Mails, Passengers and Cargo, will leave this port as above.  
The Steamer has splendid accommodation and carries a Doctor and a Stewardess.  
Linen can be washed on board.

RATES OF PASSAGE MONEY FROM HONGKONG:	1st Class	2nd Class	3rd Class
TO MANILA	\$50.00	\$30.00	\$20.00
TO NEW GUINEA	\$21.00	\$11.00	\$7.00
TO BRISBANE	\$20.00	\$10.00	\$6.00
TO SYDNEY	\$23.00	\$12.00	\$7.00
TO MELBOURNE	\$24.00	\$12.00	\$7.00
TO YOKOHAMA	\$50.00	\$30.00	\$20.00
TO KOBE	\$50.00	\$30.00	\$20.00
TO YOKOHAMA and back from KOBE to HONGKONG	\$140.00	\$100.00	\$60.00

THROUGH RATES OF PASSAGE MONEY FROM HONGKONG: 1st Class  
TO EUROPE via AFRICA and AFRICA by Imperial Mail Steamer £97. 0. 0.  
TO EUROPE via AUSTRALIA and AMERICA by Imperial Mail Steamer £97. 0. 0.  
From Australia to New York via Vancouver by the U.P.S. Co.'s steamers, or via San  
Francisco by the O. & S.S. Co.'s steamers, and from New York to Europe by the Magnificent  
Express Steamers of N.D.L.

## SAILINGS OUTWARDS.

STEAMERS	SAILING DATES
SHANGHAI, NAGASAKI, KOBE & YOKOHAMA	PRINZ REGENT LUITPOLD ... About Wednesday, 27th Mar.
SHANGHAI, NAGASAKI, KOBE & YOKOHAMA	PRINZ EITEL FRIEDRICH ... Wednesday, 10th April.
YOKOHAMA and KOBE	MANILA ... Monday, 8th April.
TRANS-PACIFIC THROUGH TICKETS FROM HONGKONG via Vancouver or San Francisco to New York by the C.P.R. Co.'s steamers, or via San Francisco by the O. & S.S. Co.'s steamers, and from New York to Europe by the Magnificent Express Steamers of N.D.L.	
To London via Plymouth or Southampton	1st Class £62. 0. 0.
To Bremen	1st Class £63. 0. 0.
To Paris via Cherbourg	1st Class £65. 0. 0.
To Naples, Genoa via Gibraltair	1st Class £65. 0. 0.

Passage money payable in local currency at current eight Bank, rate of Exchange on the  
day of payment.

## NORDDEUTSCHER LLOYD.

For further Particulars, apply to  
MELOHERS & CO., AGENTS.

Cutler, Palmer &amp; Co.'s

SPECIAL BLEND WHISKY.

SPECIAL BLEND WHISKY.

SHIPPERS  
Cutler, Palmer & Co., London.AGENTS  
SIEMSEN & CO.,  
HONGKONG.LADIES' AND GENTS' BOOTS  
AND SHOES.EASTMAN KODAKS, CAMERAS  
AND PHOTOGRAPHIC GOODS.

PRICES MODERATE.

A TACK & CO.,  
26, DES VEGE ROA, CENTRAL.  
Hongkong, 18th January, 1907.

NATAL LINE OF STEAMERS

THE Under-gaard GENERAL AGENTS  
in CHINA and JAPAN for the above Line  
are prepared to issue "THROUGH BILLS  
OF LADING" for all the principal ports in  
SOUTH AMERICA, in connection with the  
JAPANESE STEAM NAVIGATION Co.'s fortnightly  
service hence to CALCUTTA. Sailings from  
CALCUTTA for CAPS Ports every fortnight.  
For Freight and further particulars,  
apply to  
DODWELL & CO., LIMITED.  
General Agents for China and Japan  
Hongkong, 14th August, 1906.

## PASSENGER SEASON 1907.

## PENINSULAR & ORIENTAL STEAM NAVIGATION CO

THROUGH STEAMER

FOR

MARSEILLES AND LONDON.

VIA COLOMBO AND BOMBAY.

THE STEAMSHIP

"MACEDONIA,"

10,500 TONS, CAPT. C. D. BENNETT, R.N.R.

WILL BE DESPATCHED AT NOON,

ON

SATURDAY, 23RD MARCH,  
AND IS DUE IN MARSEILLES ON THE 20TH APRIL AND LONDON ON  
THE 27TH APRIL.

IN ADDITION TO GIVING PASSENGERS AN OPPORTUNITY OF  
SPENDING ABOUT 24 HOURS IN BOMBAY THIS VESSEL  
WILL MAKE A FAST RUN TO MARSEILLES AND LONDON.  
THE VOYAGE FROM HONGKONG TO MARSEILLES SHOULD BE  
COMPLETED IN 24 DAYS AND TO LONDON IN 35 DAYS.

FARES:

To MARSEILLES—£81 First and £42 Second Saloon,  
To LONDON—£65 First and £44 Second Saloon.

For Further Particulars, apply to

E. A. HEWETT,

Superintendent.

11899

Hongkong, 11th October, 1906.

## NOTICE TO CONSIGNEES

NORDDEUTSCHER LLOYD, BREMEN  
IMPERIAL GERMAN MAIL LINE.

NOTICE TO CONSIGNEES.

THE Steamship

"ZIETEN"

having arrived, Consignees of Cargo are

hereby informed that their Goods, with the

exception of Opium, Treasure and Valuables,

are being landed and stored at their risk into

the Godowns and/or extra-hazardous Godowns

of the Hongkong and Kowloon Wharf and

Godown Co., Ltd., Kowloon, whence delivery

may be obtained.

Optional Cargo will be forwarded unless

notice to the contrary be given before

Friday, the 15th March, at Noon.

No Claims will be admitted after the Goods

have left the Godowns, and all Goods remaining

undelivered after the 22nd March will be subject

to rent.

All broken, chafed, and damaged Goods are to

be left in the Godowns, where they will be

examined on the 22nd March, at 9.30 A.M.

All Claims must reach us before the 29th

March, or they will not be recognized.

No Fire Insurance will be effected.

Bills of Lading will be countersigned by the

undesignated.

NORDDEUTSCHER LLOYD,  
MELCHERS & CO.,  
Agents.

Hongkong, 15th March, 1907.

## NOTICE TO CONSIGNEES

FROM LONDON AND STRAITS.

THE Steamship

"RADNORSHIRE"

Captain J. M. S. Haffner, having arrived from

the above Ports, Consignees of Cargo are hereby

informed that their Goods are being landed at

their risk into the Godowns of the Hongkong

and Kowloon Wharf and Godown Company,  
Limited, at Kowloon, and stored at Consignees  
risk and expense.

No Claims will be admitted after the Goods

have left the Godowns, and all Goods remaining

undelivered after the 22nd inst. will be subject

to rent.

All broken, chafed, and damaged Goods are to

be left in the Godowns, where they will be

examined on the 22nd inst. at 10 A.M.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by  
SHEWAN, TOMES & CO.,  
Agents.

Hongkong, 18th March, 1907.

## NIPPON YUSEN KAISHA.

NOTICE TO CONSIGNEES.

FROM MIDDLESBOROUGH, ANTWERP,  
LONDON, AND SINGAPORE.

THE Company's Steamship

"TAMBA MARU,"

having arrived from the above Ports, Consignees

of Cargo are hereby informed that their

Goods are being landed and placed at their risk

in the Hongkong and Kowloon Wharf and

Godown Company's Godown at Kowloon, where

each consignment will be sorted out mark by  
mark and delivery can be obtained as soon as  
the Goods are landed.Optional Goods will be carried on unless in-  
structions are given to the contrary before  
Noon, TO-DAY.Goods not cleared by the 27th March will be  
subject to rent.All ship damaged packages must be left in  
the Godown, and Notice of same sent to this  
Office before the 30th March, or Claims in  
connection therewith will not be recognized.NIPPON YUSEN KAISHA.  
Hongkong, 20th March, 1907.

ON SALE.

BOUND VOLUMES of the HONGKONG  
DAILY PRESS, July to December  
1906. With INDEX. Price £7.50.  
On sale at the "HONGKONG DAILY PRESS"  
Office.  
Hongkong, 27th February 1907

## MITSU BISHI DOCKYARD AND ENGINE WORKS, NAGASAKI.

CODE WORD: "DOCK."

A.I. A.R.C. and Engineering Code Used

NEW DOCK NOW OPEN.

DOCK NO. 3

Extreme Length... 722 feet.

Length on Blocks... 714 "

Width of Entrance on Top... 961 "

Width of Entrance on Bottom... 881 "

Water on Blocks at Spring Tide... 34 "

DOCK NO. 1

Extreme Length... 523 feet.

Length on Blocks... 513 "

Width of Entrance on Top... 706 "

Width of Entrance on Bottom... 681 "

Water on Blocks at Spring Tide... 61 "

DOCK NO. 2

Extreme Length... 571 feet.

Length on Blocks... 561 "

Width of Entrance on Top... 706 "



